

Volume II

Interim
Report

May 1979

1/10 Scale Model Test Data

Analysis and Test for Space Shuttle Propellant Dynamics (1/10th Scale Model Test Results)

(NASA-CR-160245) ANALYSIS AND TEST FOR
SPACE SHUTTLE PROPELLANT DYNAMICS (1/10TH
SCALE MODEL TEST RESULTS). VOLUME 2: 1/10TH
SCALE MODEL TEST DATA Interim Report, May
1978 - May 1979 (Martin Marietta Corp.)

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Volume II

Interim
Report

May 1979

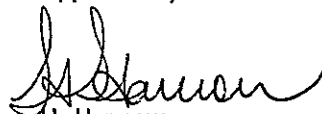
1/10 Scale Model Test Data

**ANALYSIS AND TEST FOR SPACE
SHUTTLE PROPELLANT DYNAMICS
(1/10th SCALE MODEL TEST
RESULTS)**

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FOREWORD

This report, prepared by the Martin Marietta Corporation, Denver Division, under contract NAS9-15302, presents the results of an analytical and experimental study of Space Shuttle propellant dynamics during ET/Orbiter separation in the RTLS (return to launch site) mission abort sequence. The study employed a 1/10th scale model of the ET LOX tank. The study was performed from May 1978 to May 1979 and was administered by the National Aeronautics and Space Administration, Lyndon B. Johnson Space Center, Houston, Texas, under the direction of Mr. Mark Craig.

This report is published in two volumes:

- Volume I Technical Discussion
- Volume II 1/10 Scale Model Test Data

In addition to this report, a high speed 16 mm movie has been produced which documents the test results.

ABSTRACT

This report presents the results of Phase II of an experimental investigation of Space Shuttle propellant dynamics during ET/Orbiter separation in the RTLS (return to launch site) mission abort sequence. This phase (II) of the study employed a 1/10th scale model of the ET LOX Tank. Phase I employed a 1/60th scale model and the results are summarized in Reference 1. During the RTLS abort sequence, the ET and orbiter separate under aerodynamic loading, with propellant remaining in the ET. The separation event includes a seven second decelerating coast period during which the residual propellant accelerates relative to the ET/orbiter. At separation, ET clearance is primarily provided by aerodynamics acting on the ET to move it away. The motion of the propellant, primarily LOX, significantly influences the resulting ET motion and could cause the ET to recontact the orbiter. A test program was conducted in the NASA KC-135 "Zero G" aircraft using a 1/10th scale model of the ET LOX Tank. Low g parabolas were flown from which thirty tests were selected for evaluation. The objective was to acquire data on the nature of low g propellant reorientation, in the ET LOX Tank, and to measure the forces exerted on the tank by the moving propellant. The data will provide a basis for correlation with an analytical model of the slosh phenomenon in Phase III of this contract.

SCOPE

Thirty sets of test data were selected from the 89 "Low G" aircraft tests flown by the NASA KC-135 "Zero G" aircraft. The list of selected tests with their accompanying test conditions are delineated in Table A-1. The data for each test consists of two major parts: (1) the time history plots of digitalized data (in engineering units), and (2) the time history plots of the load cell data transformed to the tank axis system. The transformed load cell data was developed for future analytical comparisons. Therefore, this data was transformed and plotted from the time at which the aircraft Z axis acceleration passed through 1g. There are 14 time history plots per test condition. Table A-2 delineates the contents of each plot.

TABLE A-1. TESTS SELECTED FOR ANALYTICAL CORRELATION

Test Number	Liquid	Baffles	Acceleration (G)	Orientation (Deg)	Fill Volume (%)	
1.0-1	EMPTY	NO	0.1	13	0	
1.1-3	FREON 113	NO	0.2	13	5	
1.2-2					10	
1.3-3					15	
1.4-1			0.1		5	
1.5-3					10	
1.6-3					15	
2.1-3			YES			1
2.2-3						5
2.3-3						10
2.4-2						15
2.5-3					0.2	1
2.6-3						3
2.7-2						10
2.8-2						15
3.1-1	WATER			30	1	
3.2-2					5	
3.3-2					10	
3.4-3					15	
3.5-3					0	10
3.6-2					0	5
4.1-3				0.1	13	2
4.2-3						5.5
4.3-2						10
4.4-2						16
4.5-1						25
4.6-1				0.2		2
4.7-2						5.5
4.8-1						10
4.9-3			16			

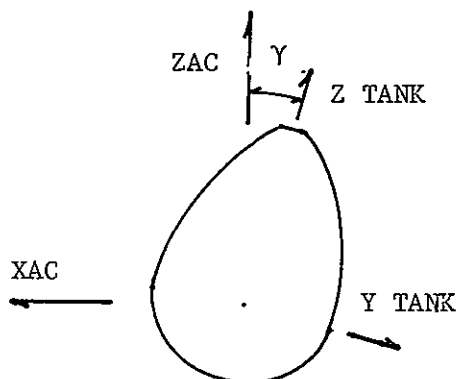
TABLE A-2. DESCRIPTION OF TIME HISTORY PLOT DATA

<u>Plot Vertical Axis Parameter</u> ⁽¹⁾	<u>Description</u>
LOAD V1 LB	- Vertical Load Cell, F1 (Pounds)
LOAD V2 LB	- Vertical Load Cell, F2 (Pounds)
LOAD H1 LB	- Horizontal Load Cell, F3 (Pounds)
AY G	- Aircraft Y Acceleration (g's)
10AX G	- Aircraft Fine X Acceleration (g's)
AZ G	- Aircraft Z Acceleration (g's)
10AZ G	- Aircraft Fine Z Acceleration (g's)
Time Pulse	- Film Synchronization Pulse (on/off) ⁽²⁾
Z-Load	- Tank Axis System Z Force (Pounds) ⁽³⁾
Y-Load	- Tank Axis System Y Force (Pounds)
Moment	- Tank Axis X Moment (inch-pounds)
AC YAC	- Aircraft Y Acceleration Measured from time of one-g (g's)
AC XAC	- Aircraft X Acceleration Measured from time of one-g (g's)
AC ZAC	- Aircraft Z Acceleration Measured from time of one-g (g's)

(1) The Horizontal Axis of each plot is time in seconds.

(2) Timing signal normally at a positive voltage. A negative voltage spike indicates a timing mark which corresponds to test fixture synchronization lights "on" in the film data.

(3)



Test Data Condition 1.0-1

No Baffles

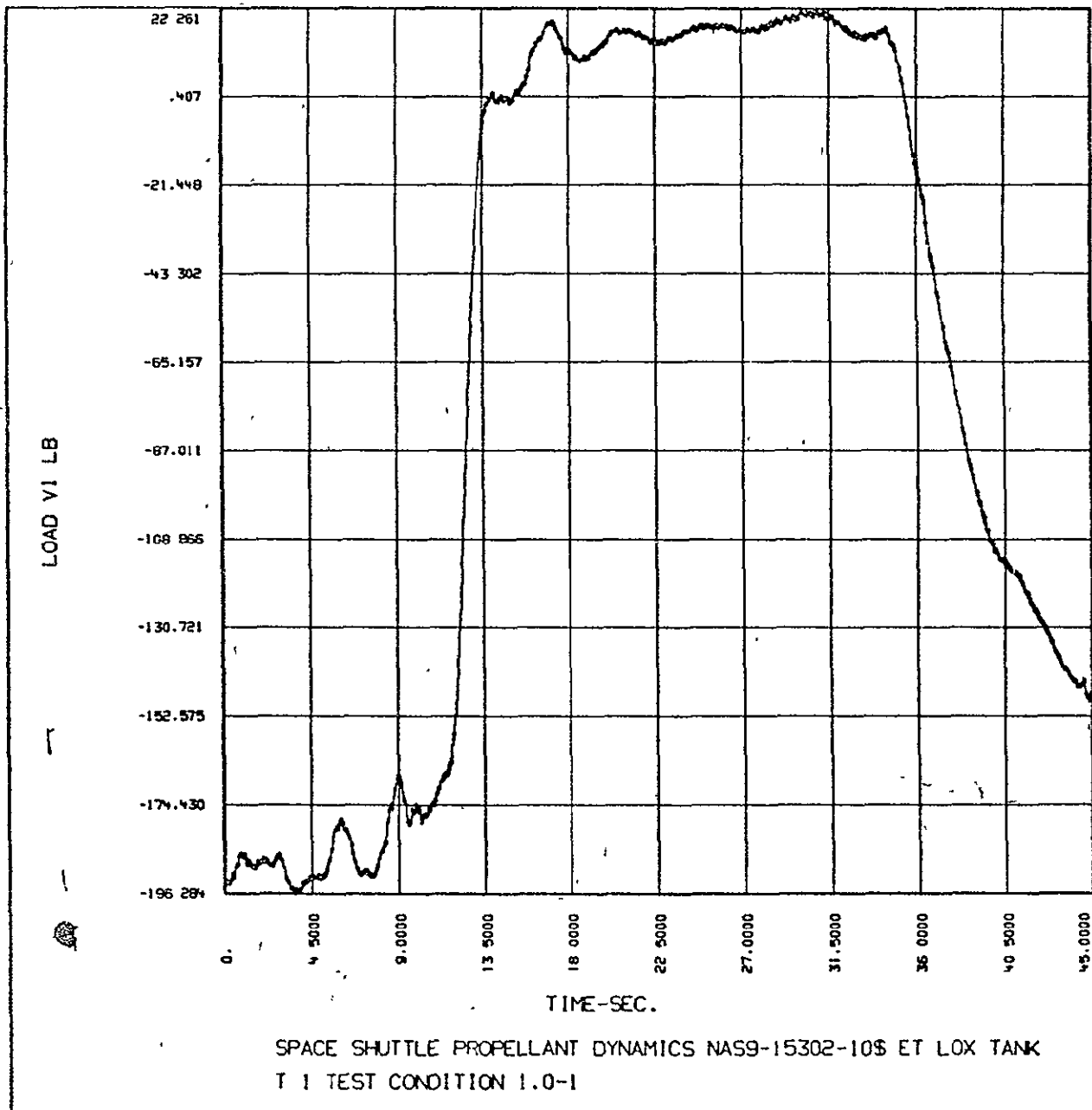
Test Fluid — N/A

Orientation — 13°

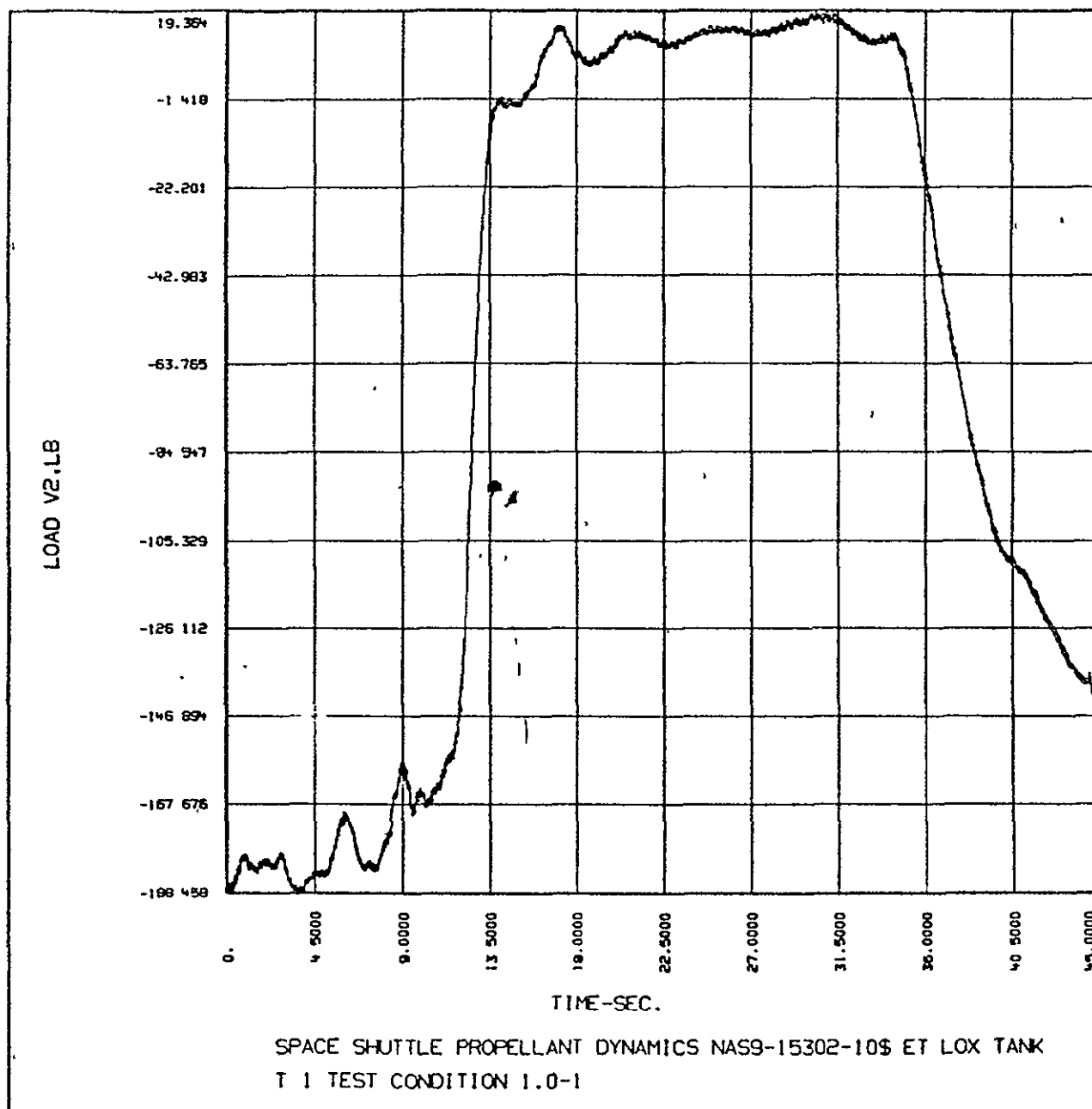
Fill Volume — 0%

Target Acceleration—0.2 g

A-1

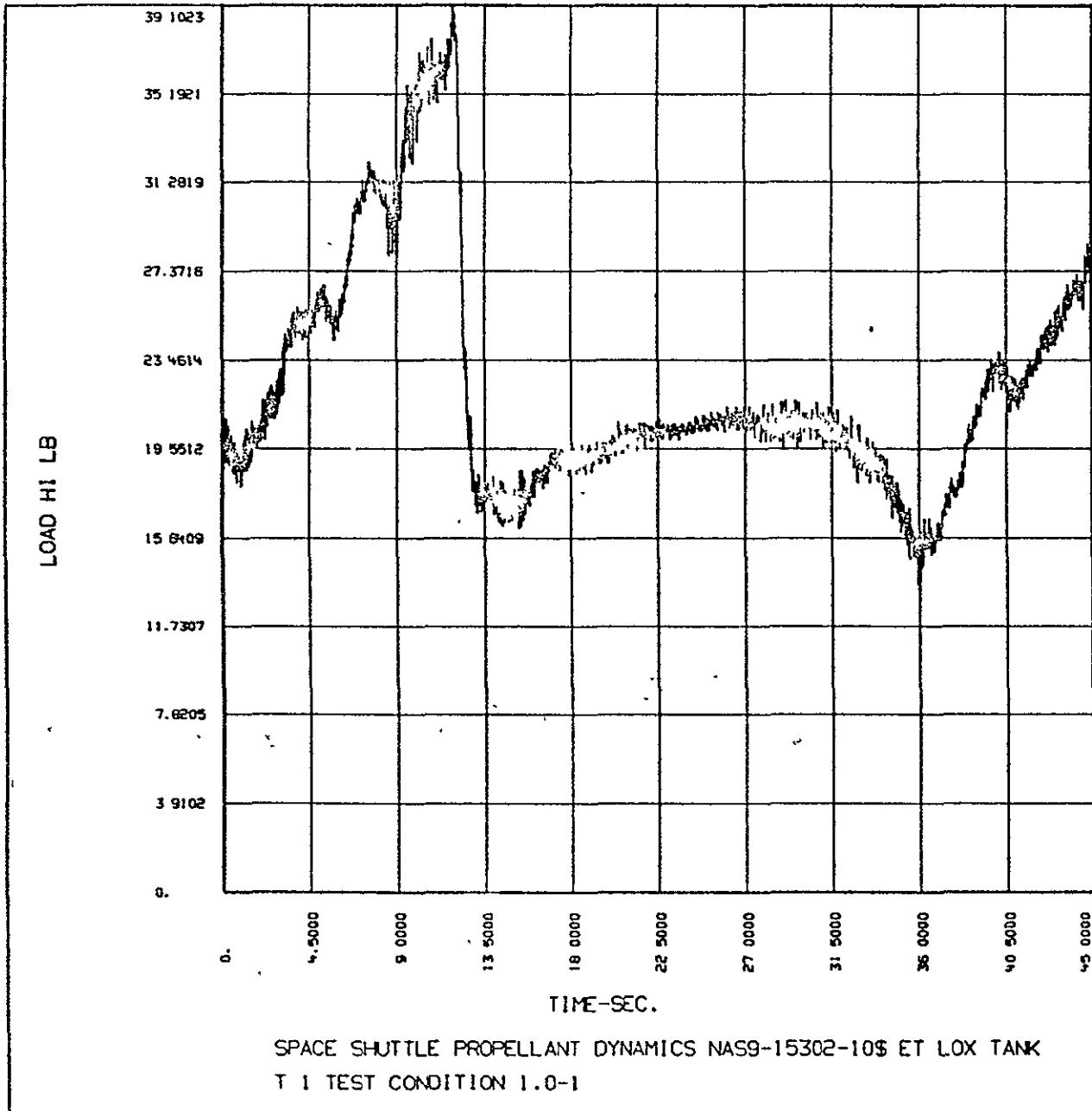


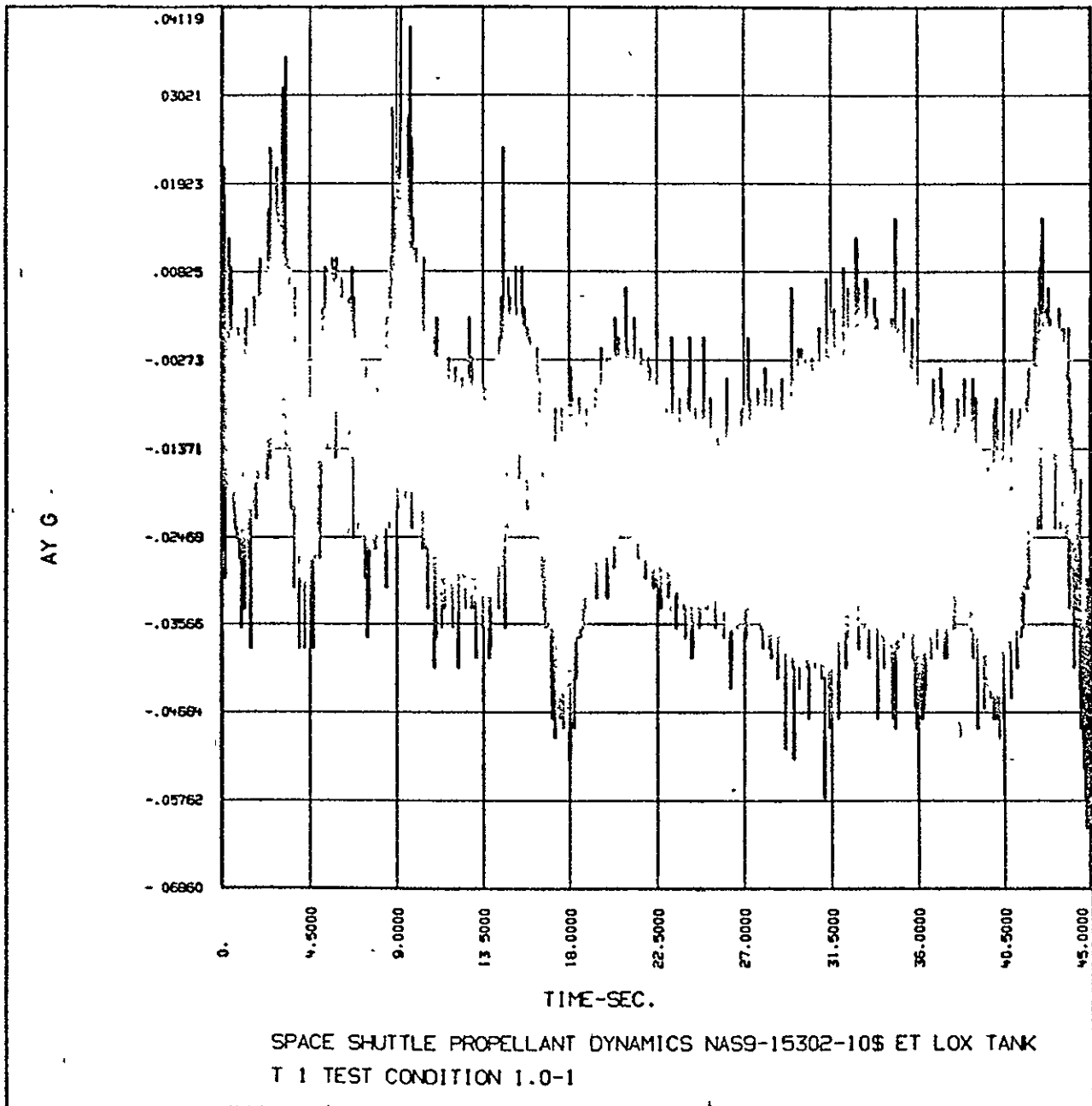
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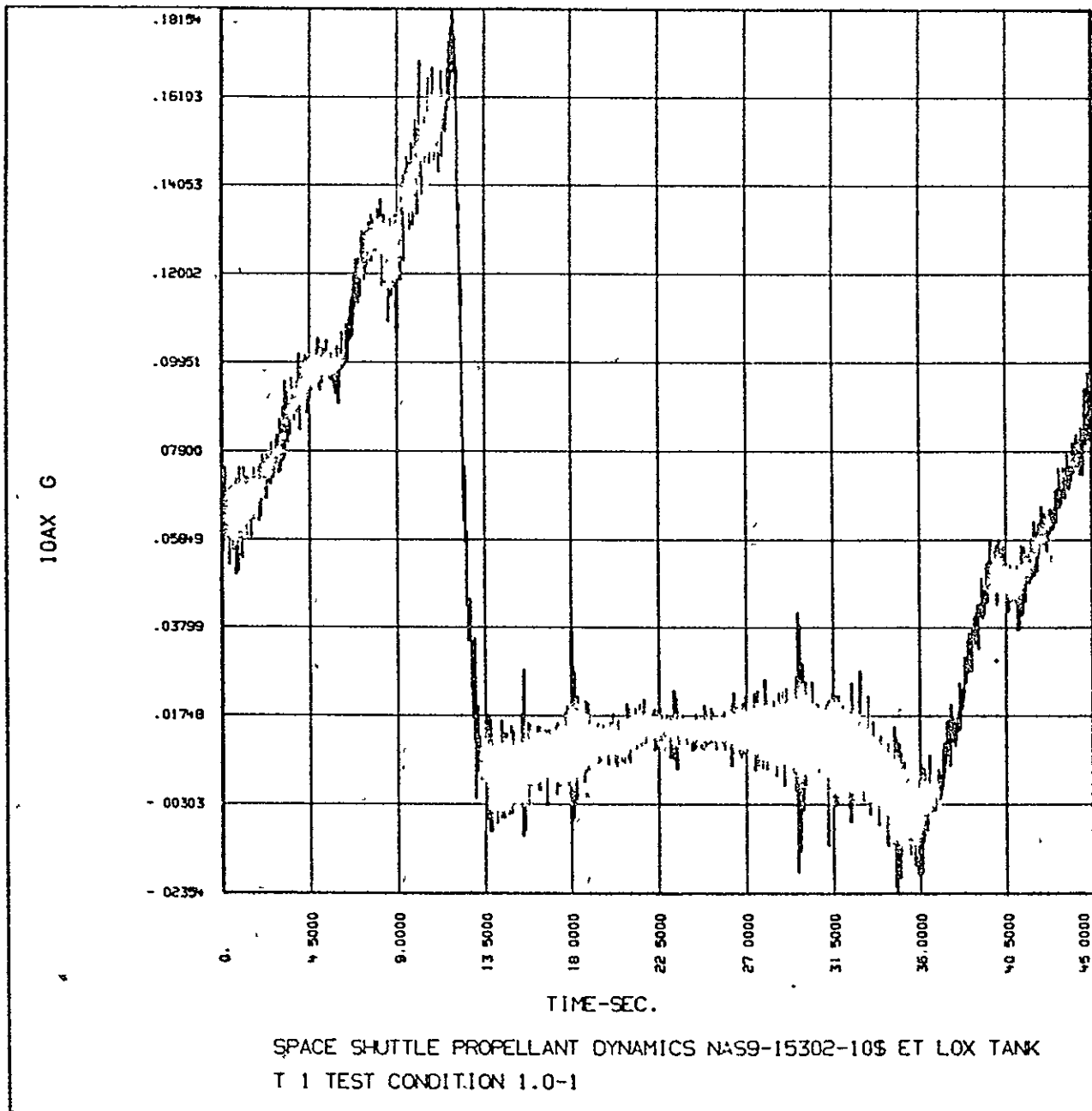
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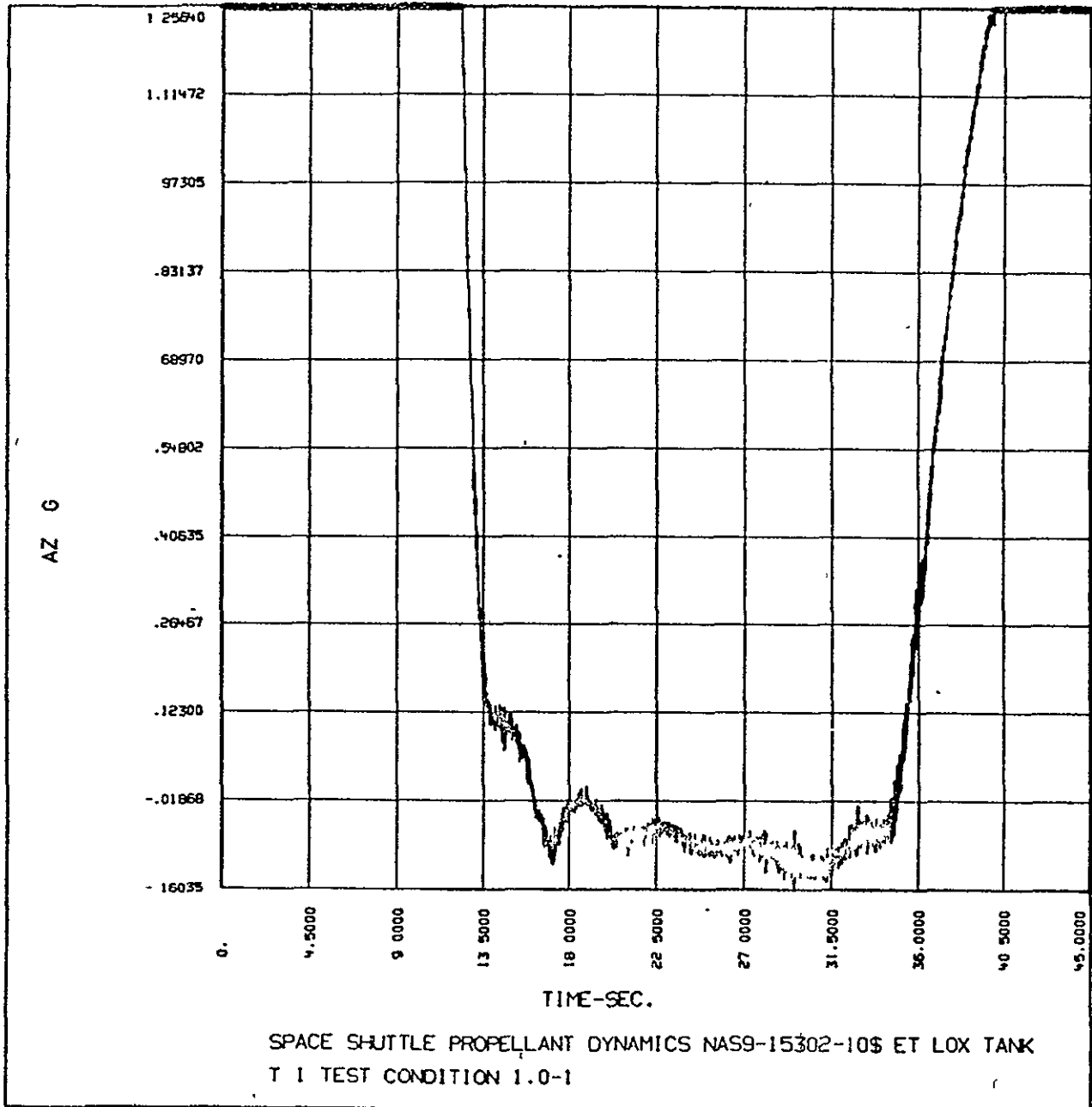
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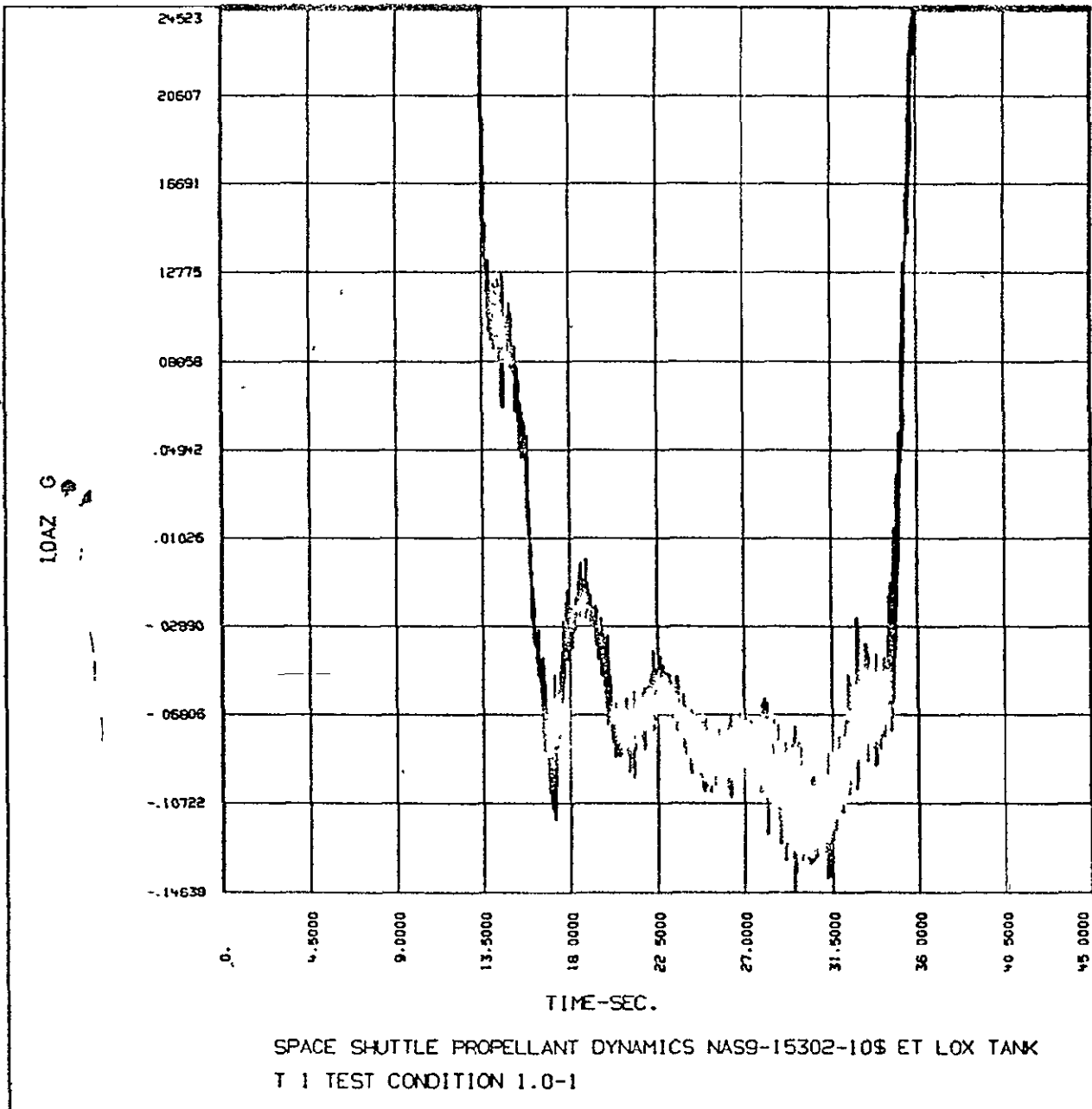
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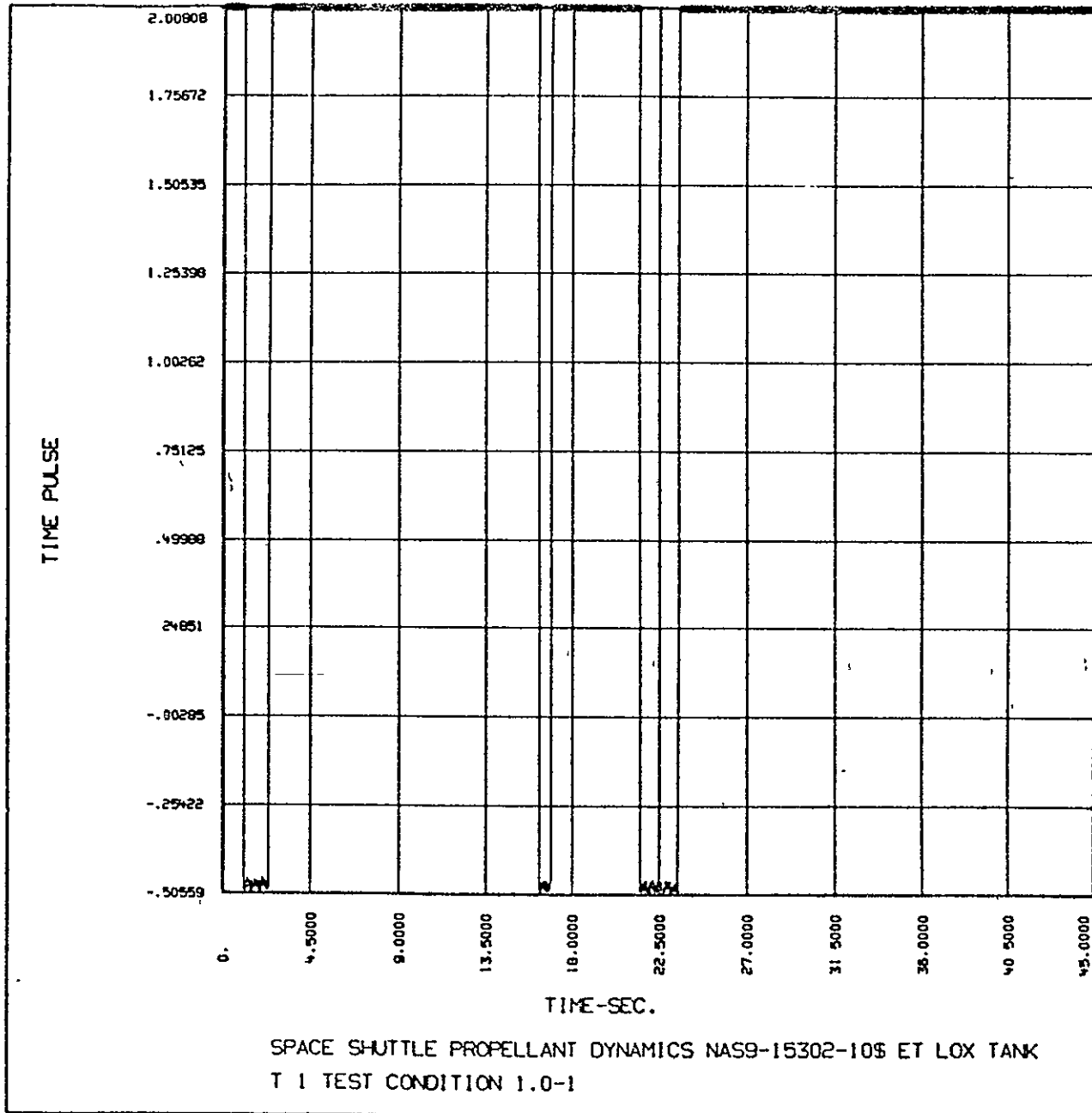




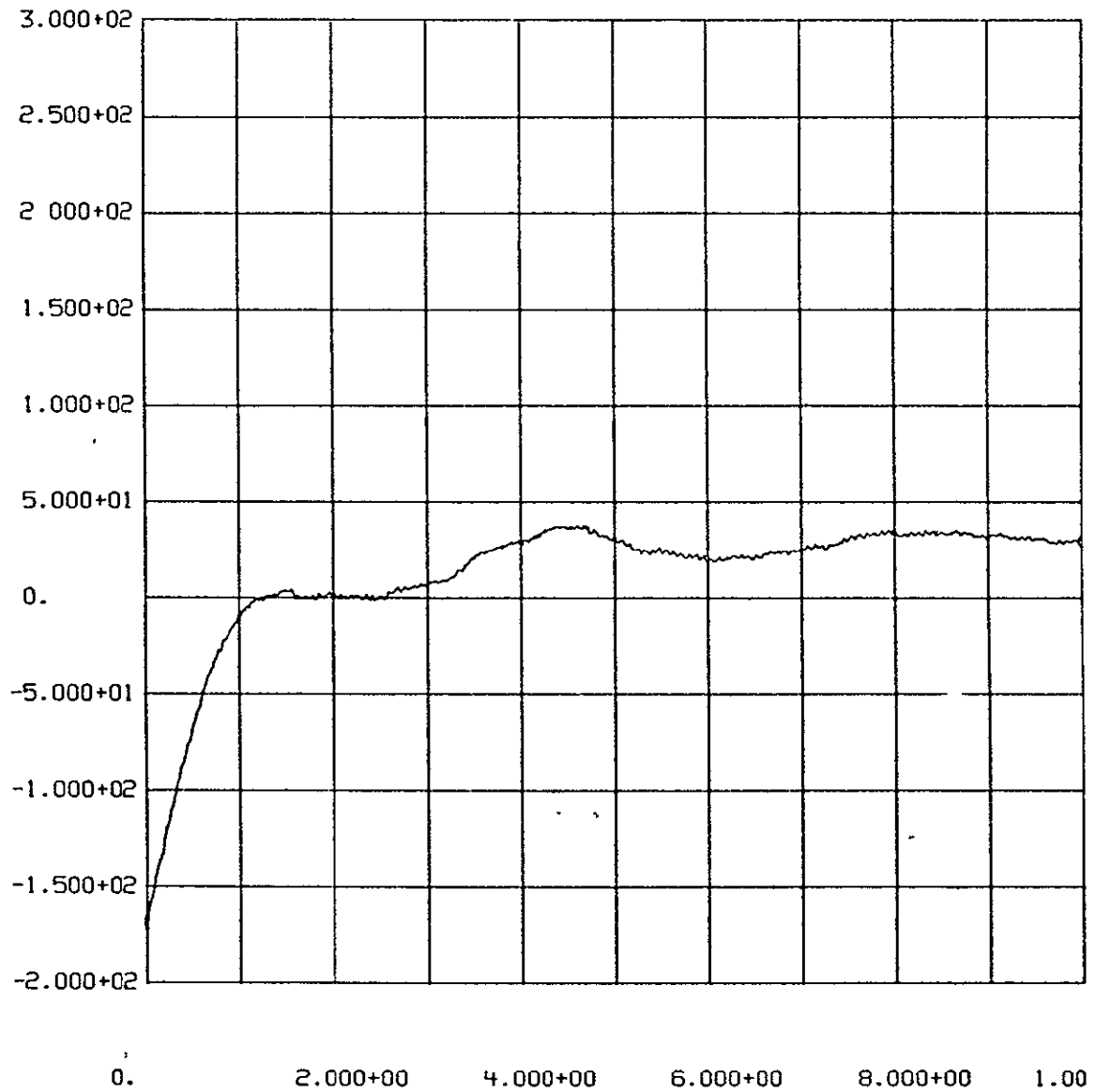
A-7

/ 7





A-9



Z-LOAD

VS

TIME

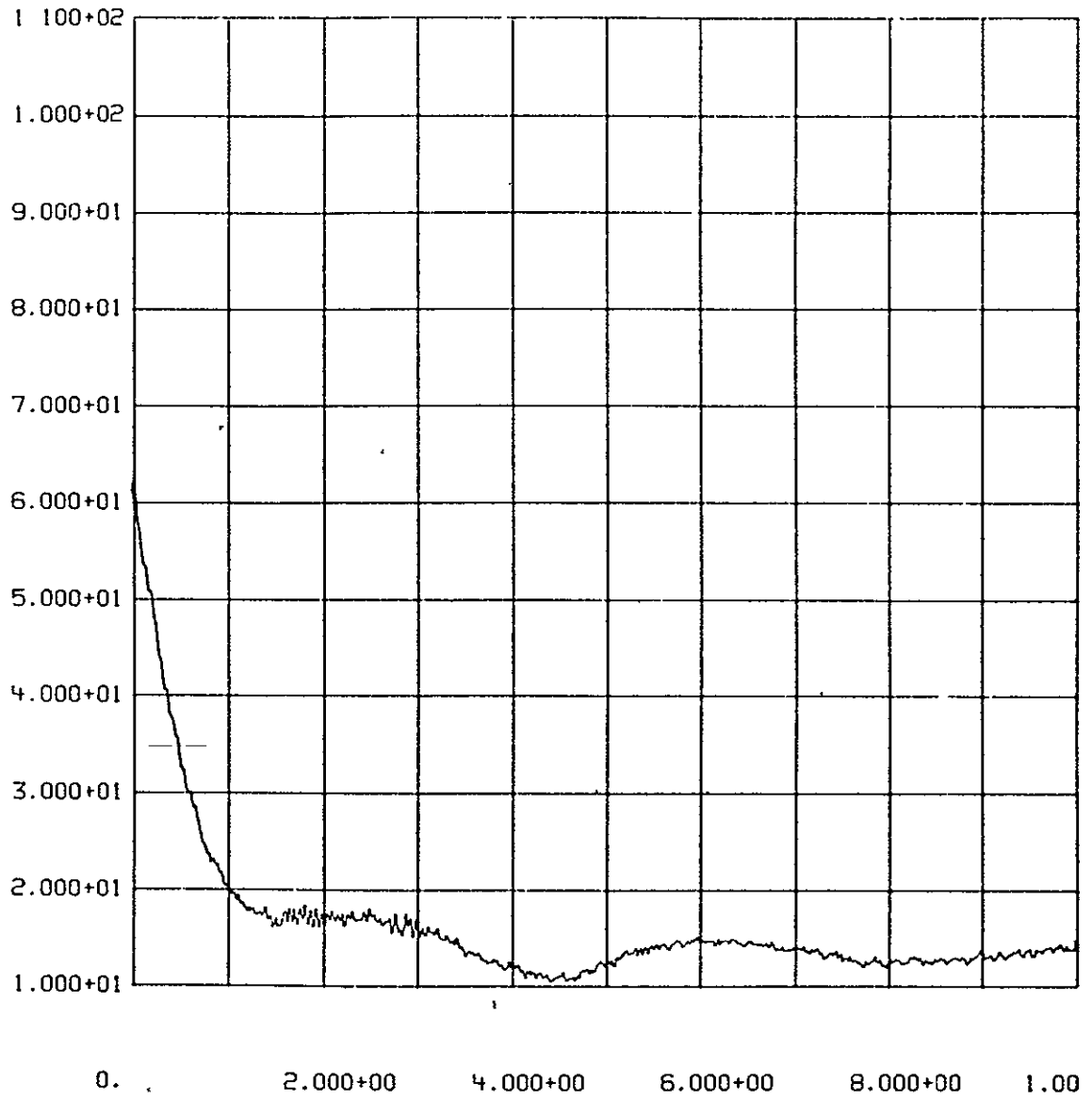
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.0-1 *UNFILT*

A-10



Y-LOAD

VS

TIME

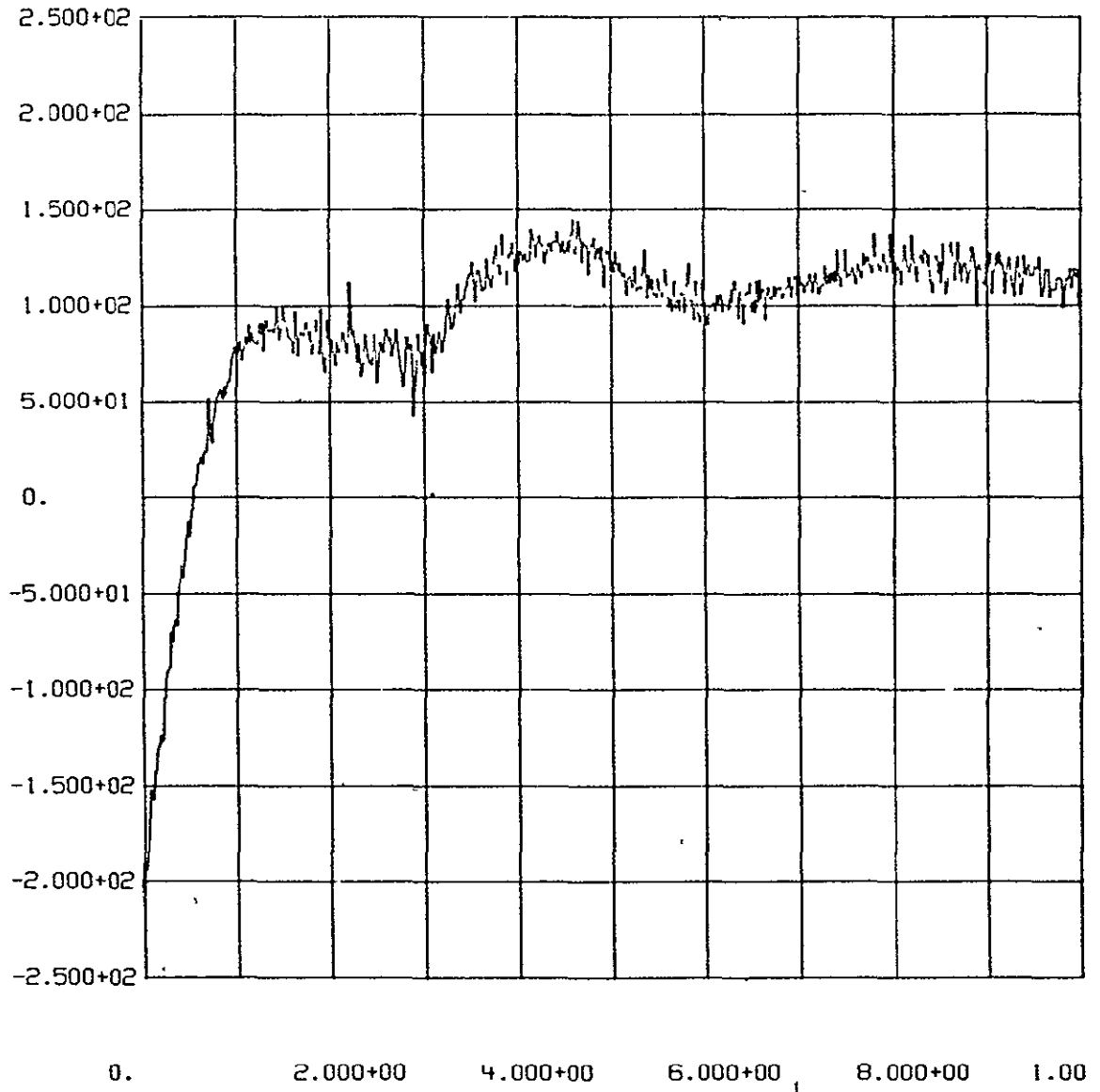
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.0-1 *UNFILT*

A-11



MOMENT

VS

TIME

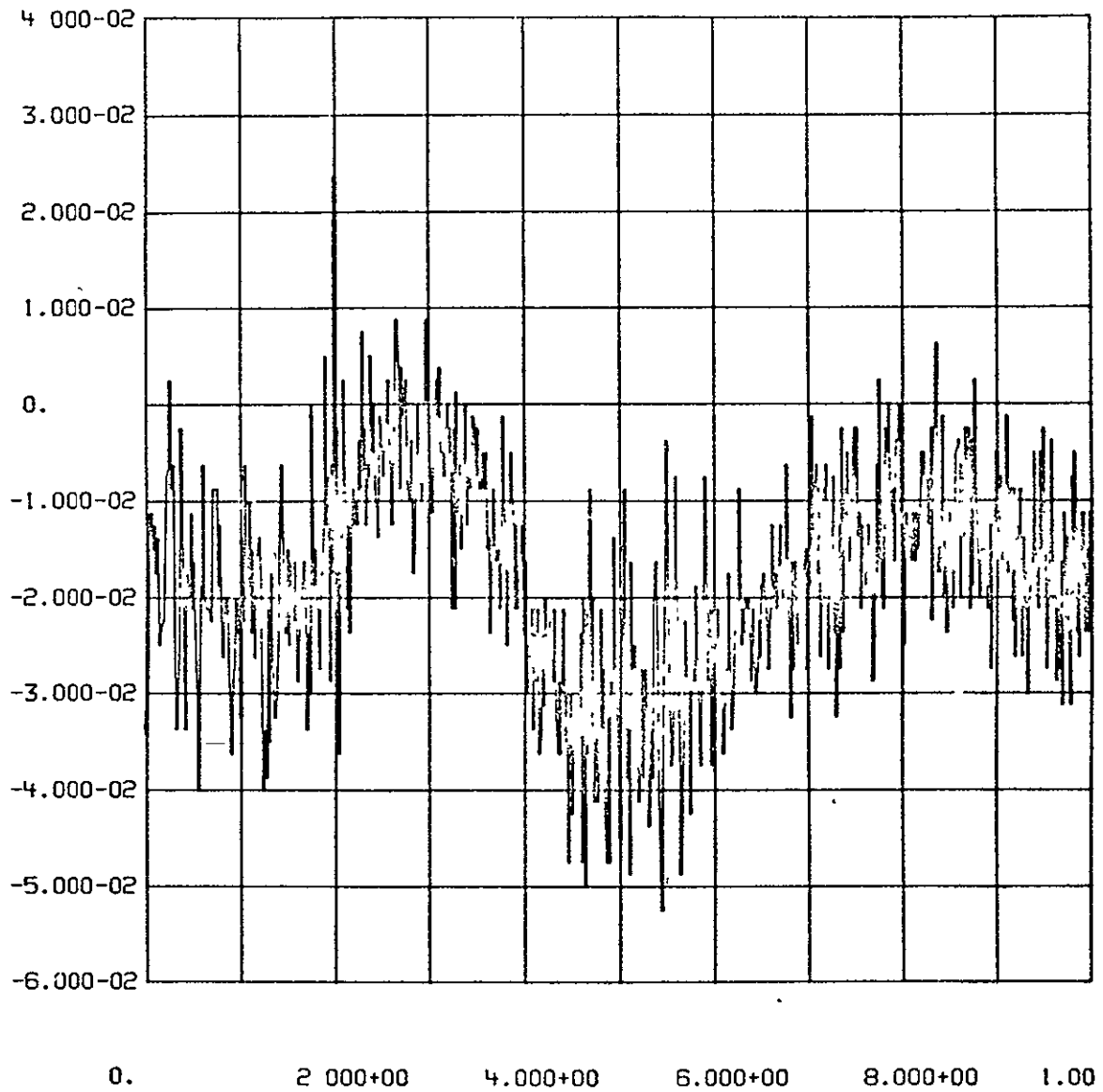
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.0-1 *UNFLT*

A-12



AC YAC

VS

TIME

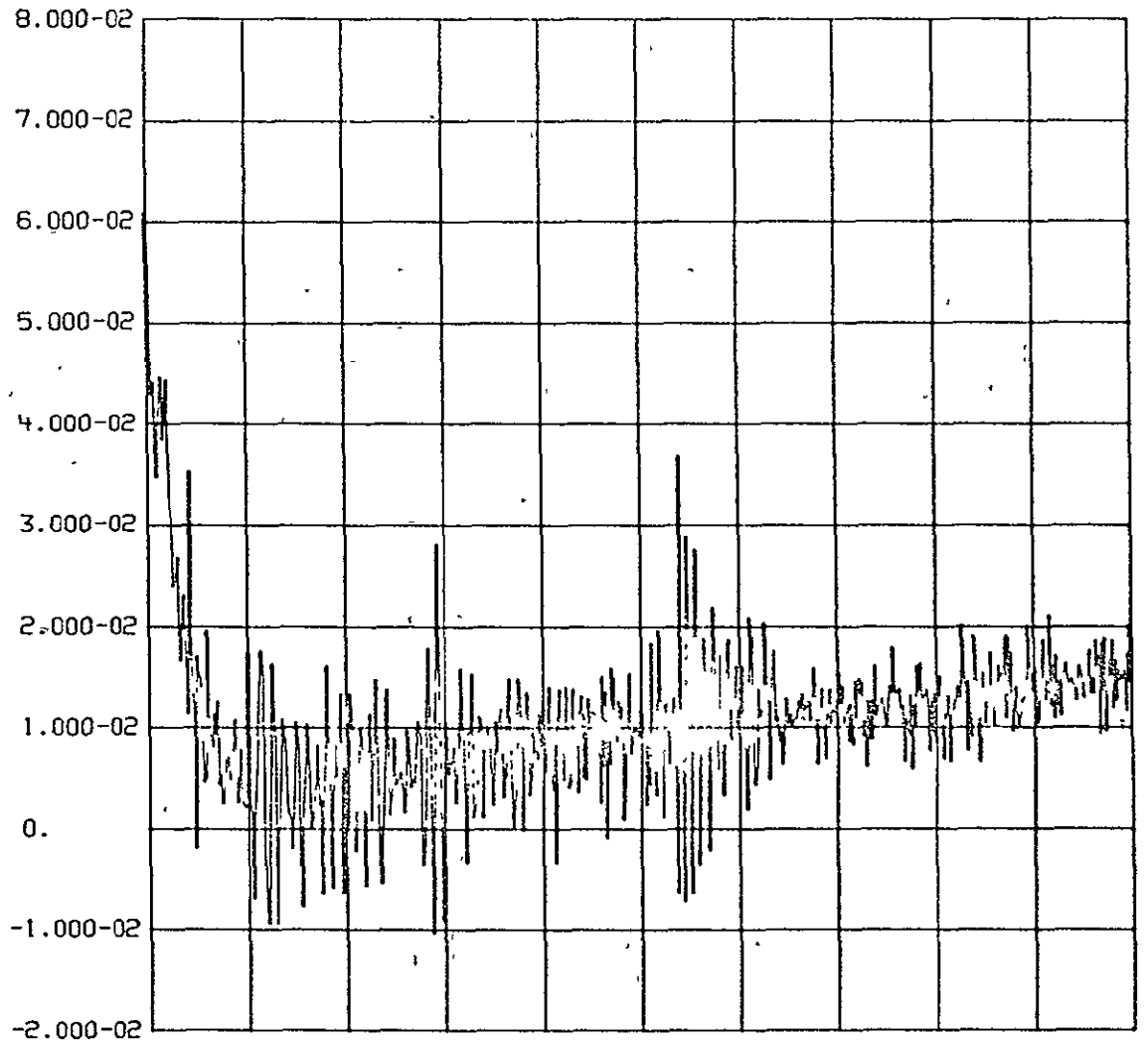
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.0-1 *UNFILT*

A-13



AC XAC

VS

TIME

1

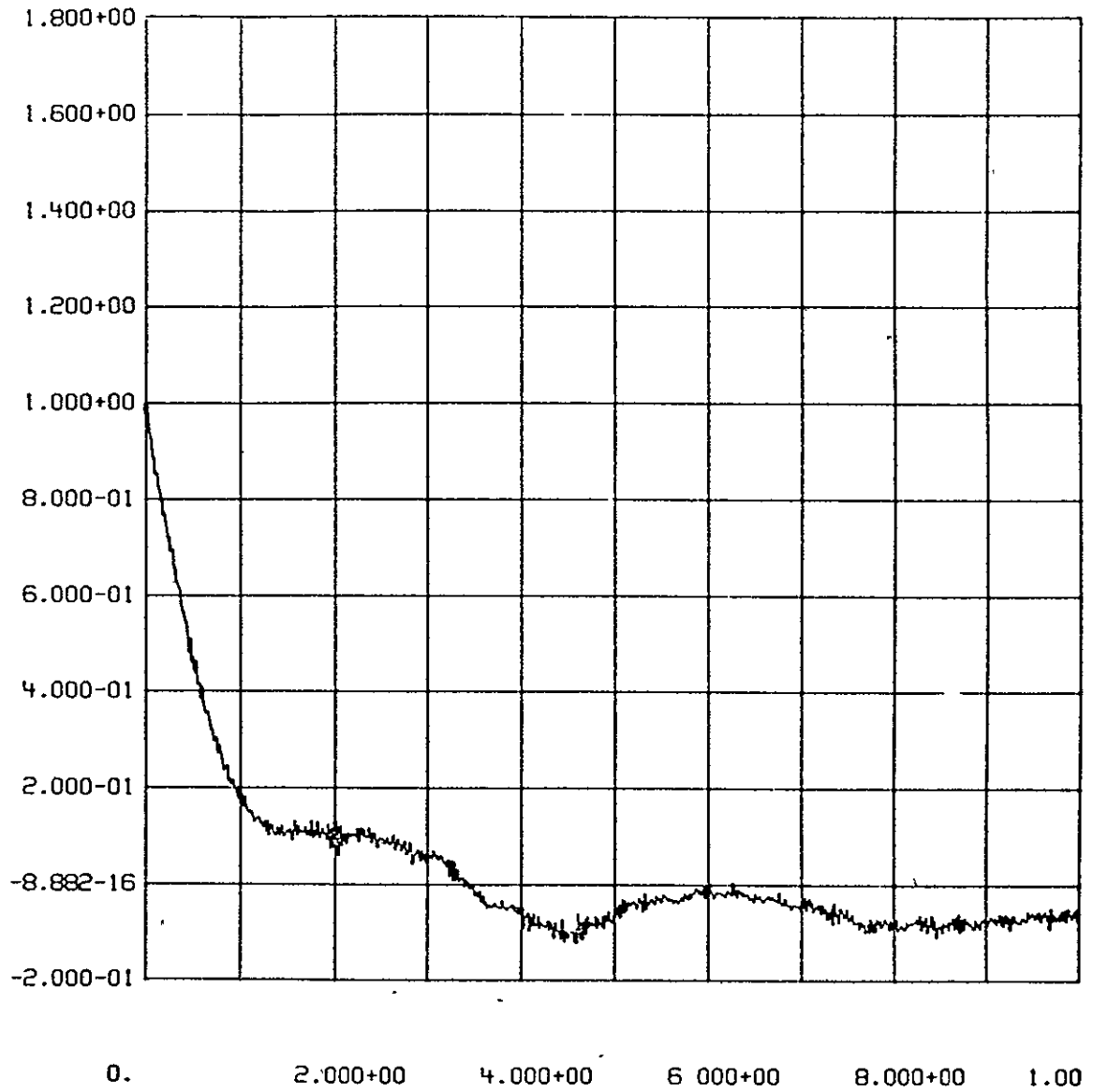
FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.0-1 *UNFLT*

A-14

7



AC ZAC

VS

TIME

1

FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.0-1 *UNFILT*

Test Data Condition 1.1-3

No Baffles

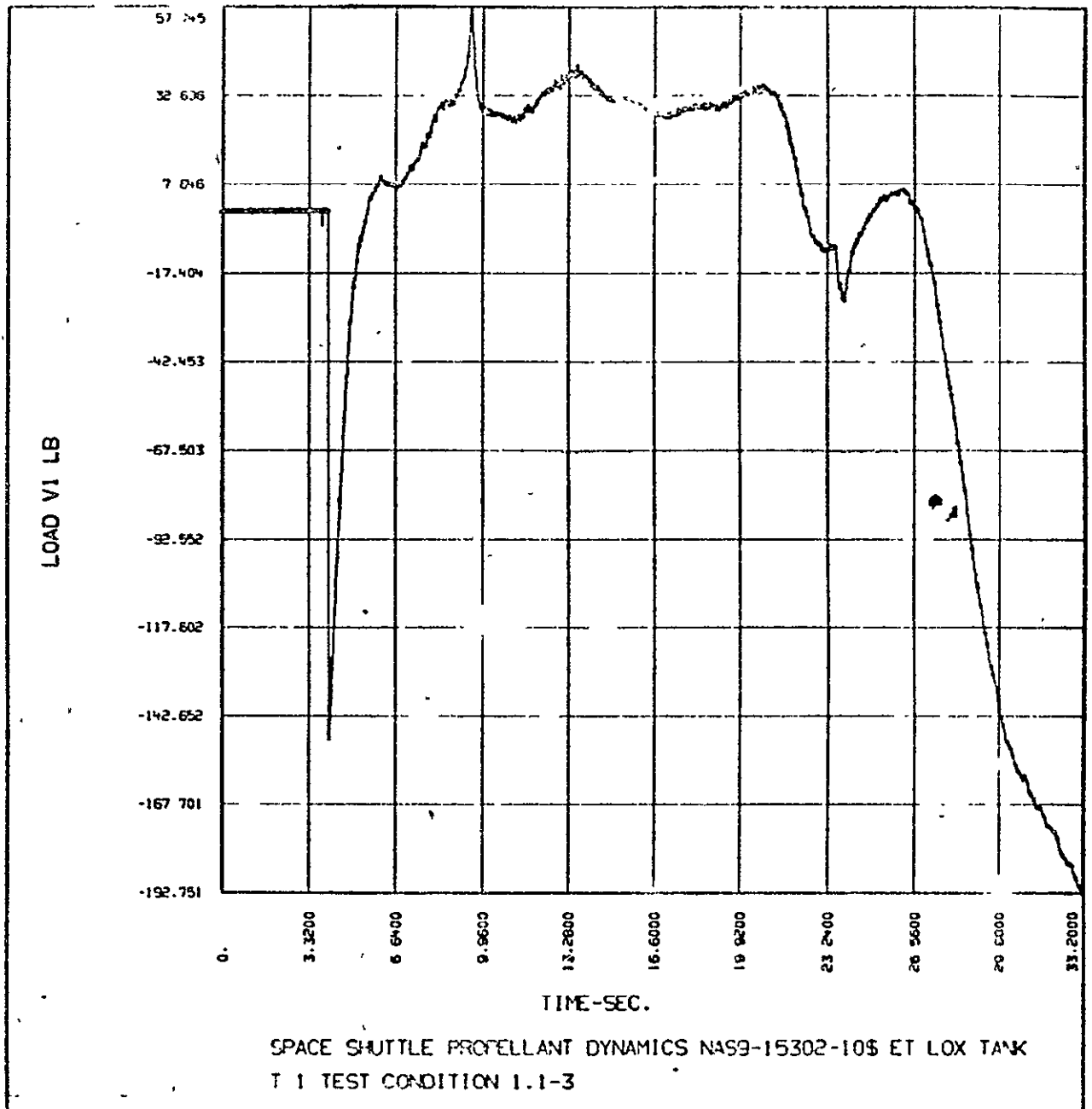
Test Fluid — FC 113

Orientation — 13°

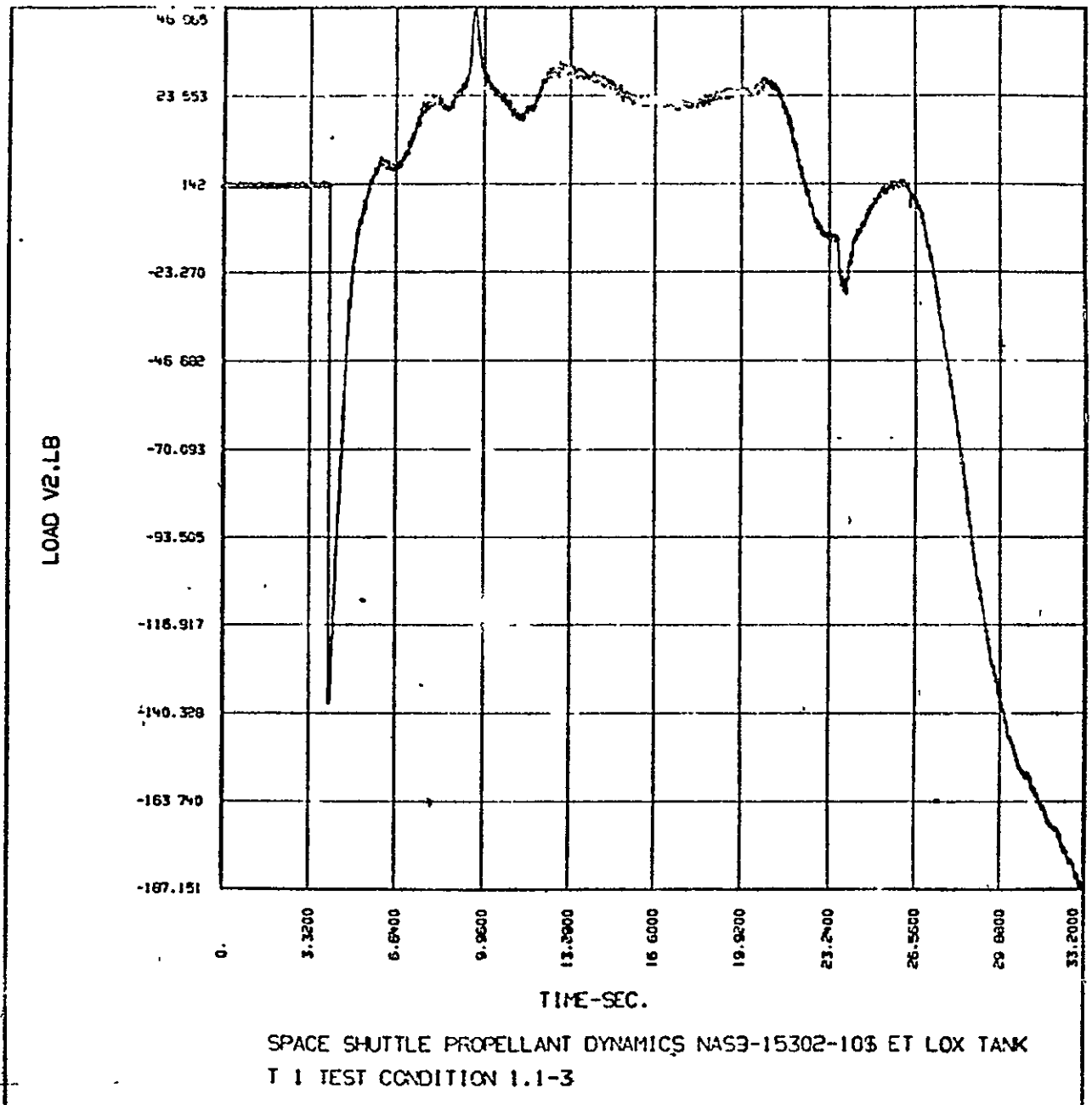
Fill Volume — 5%

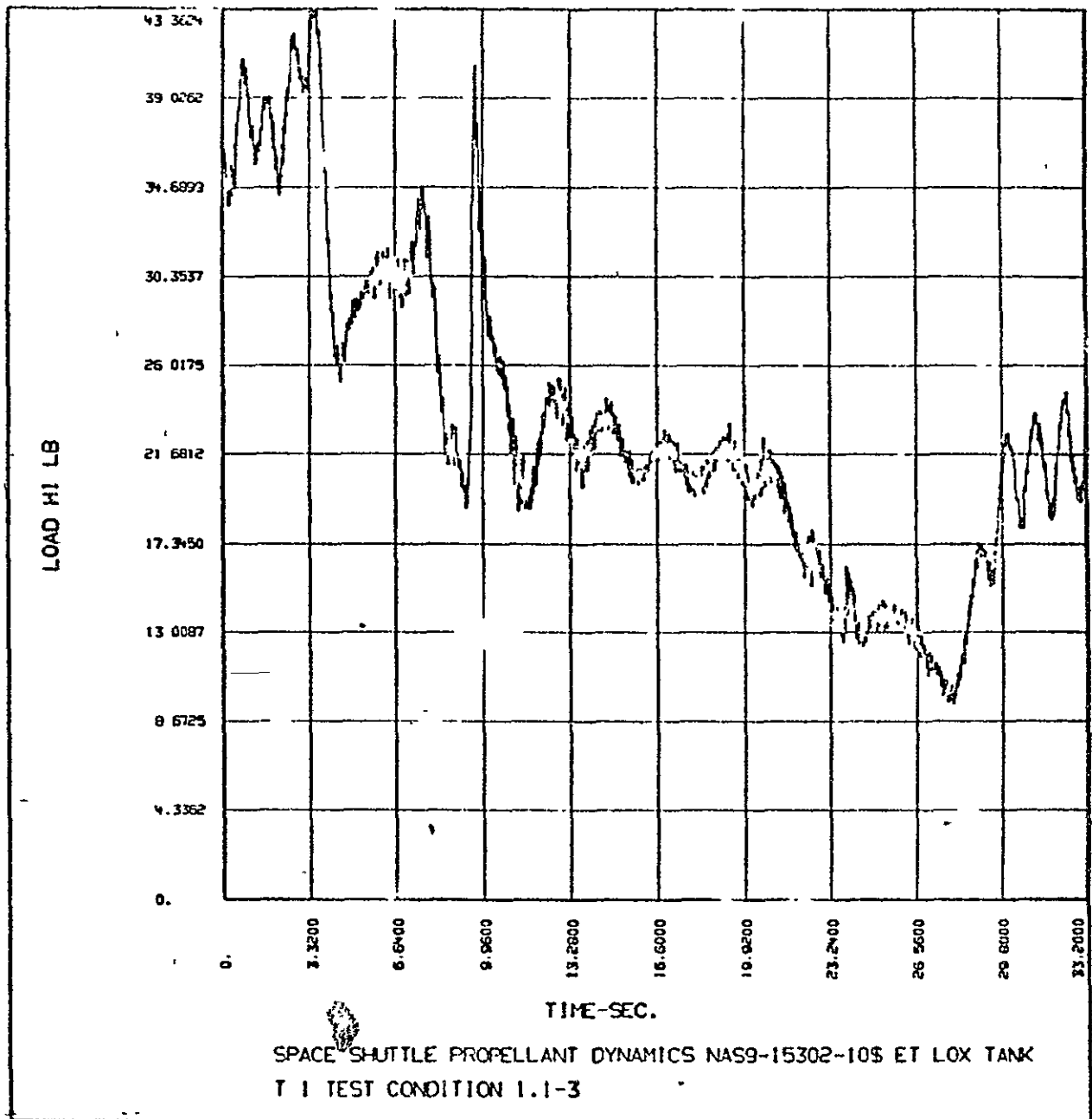
Target Acceleration—0.2 g

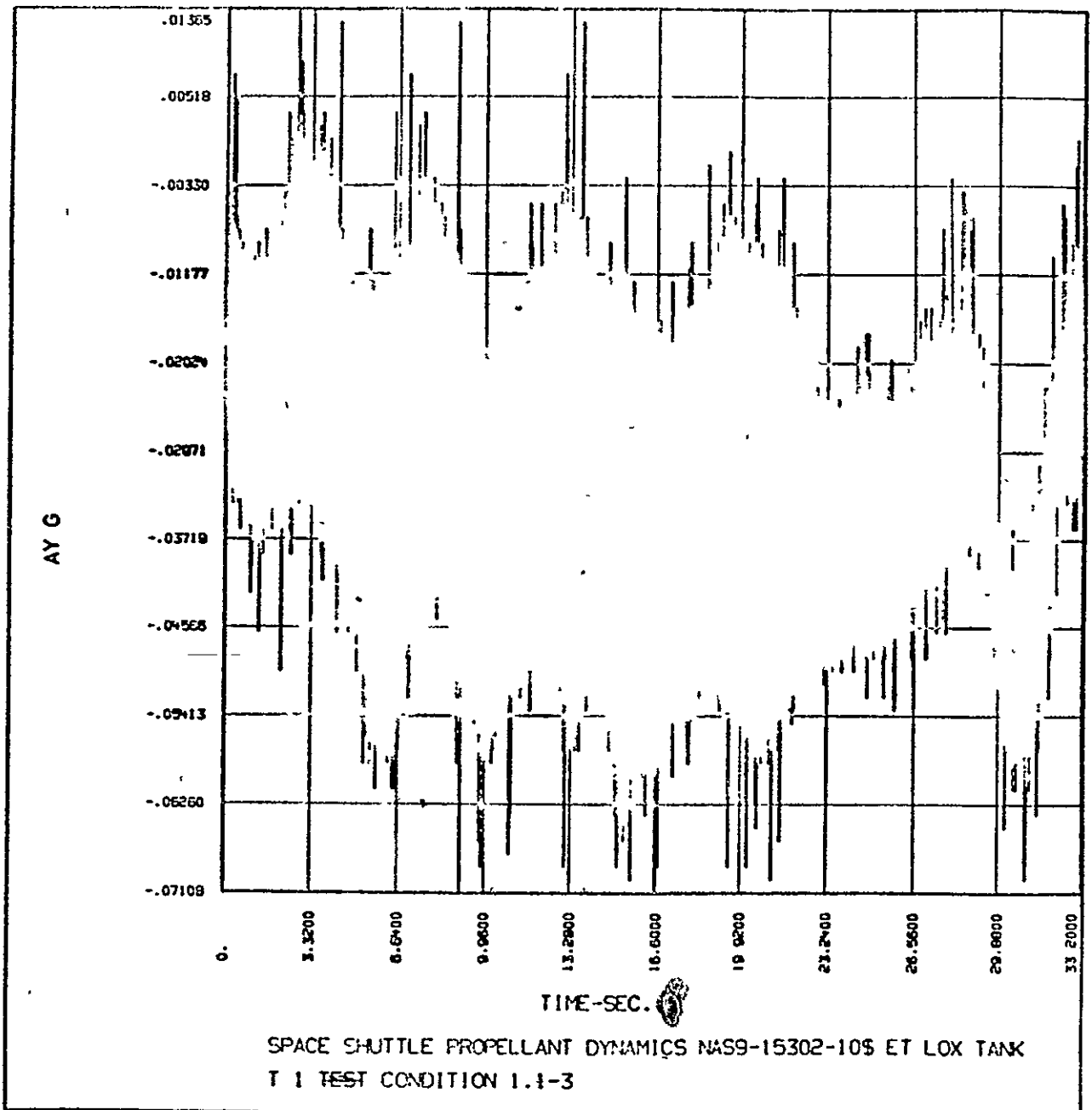
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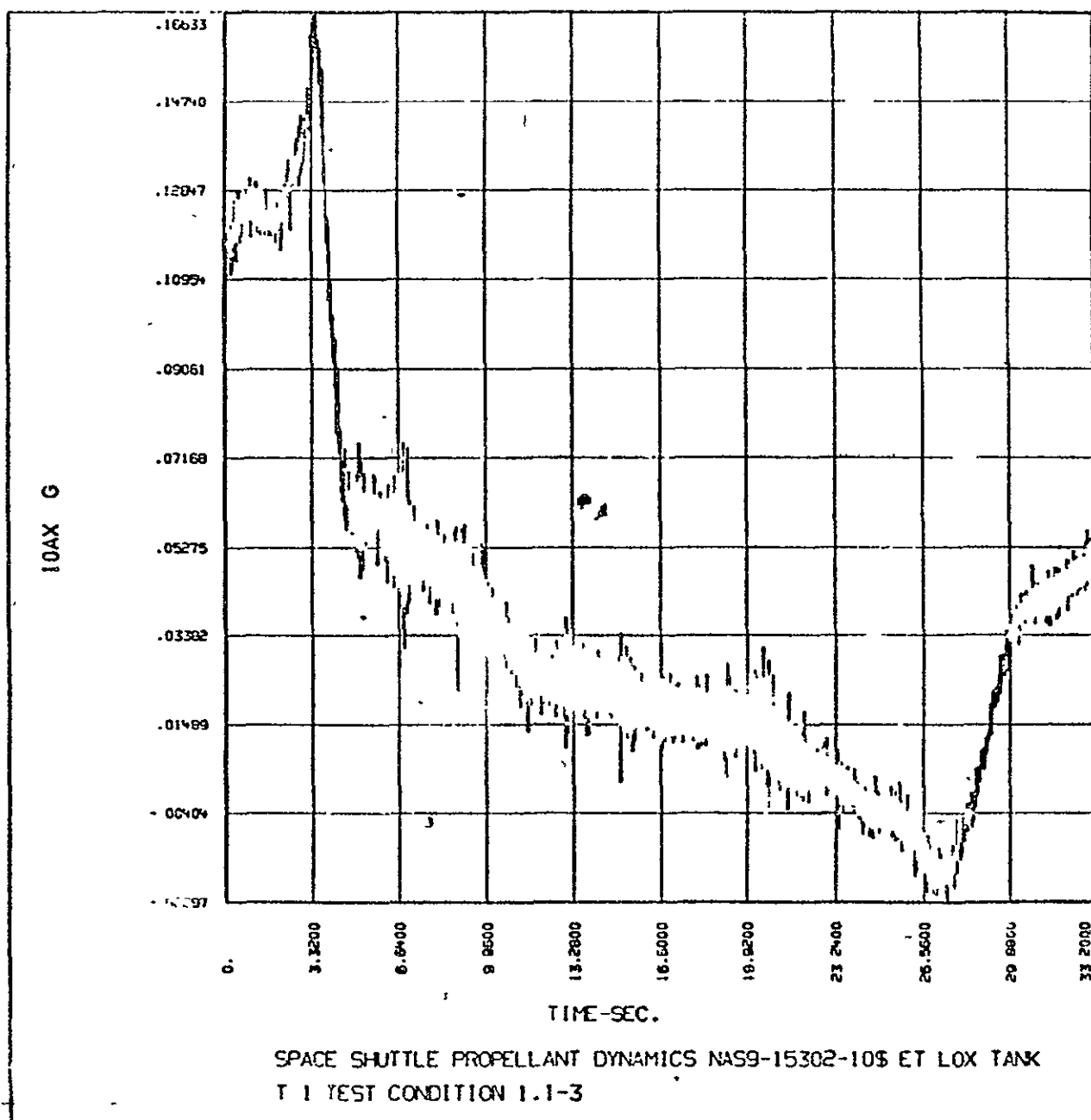


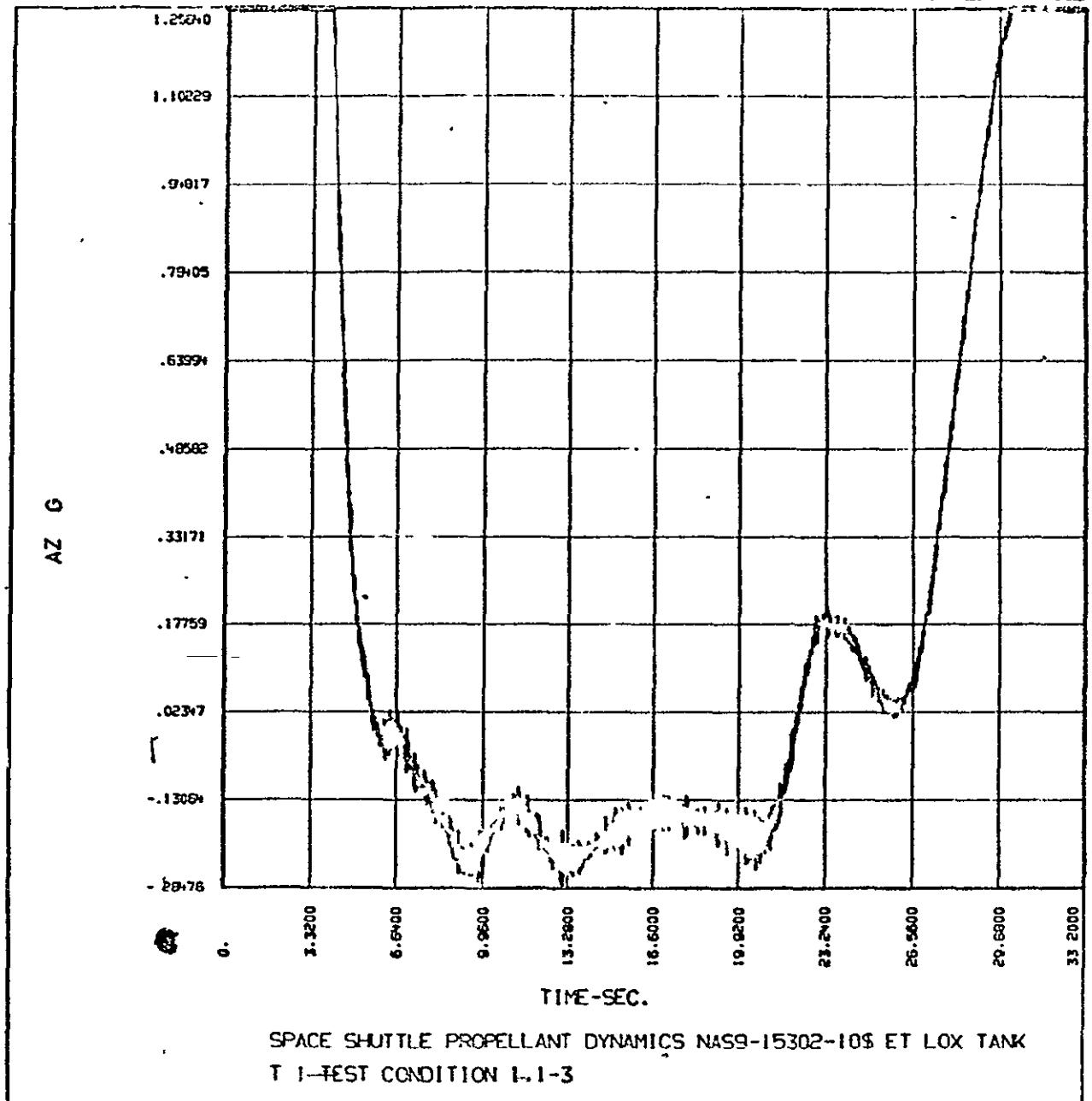
A-16

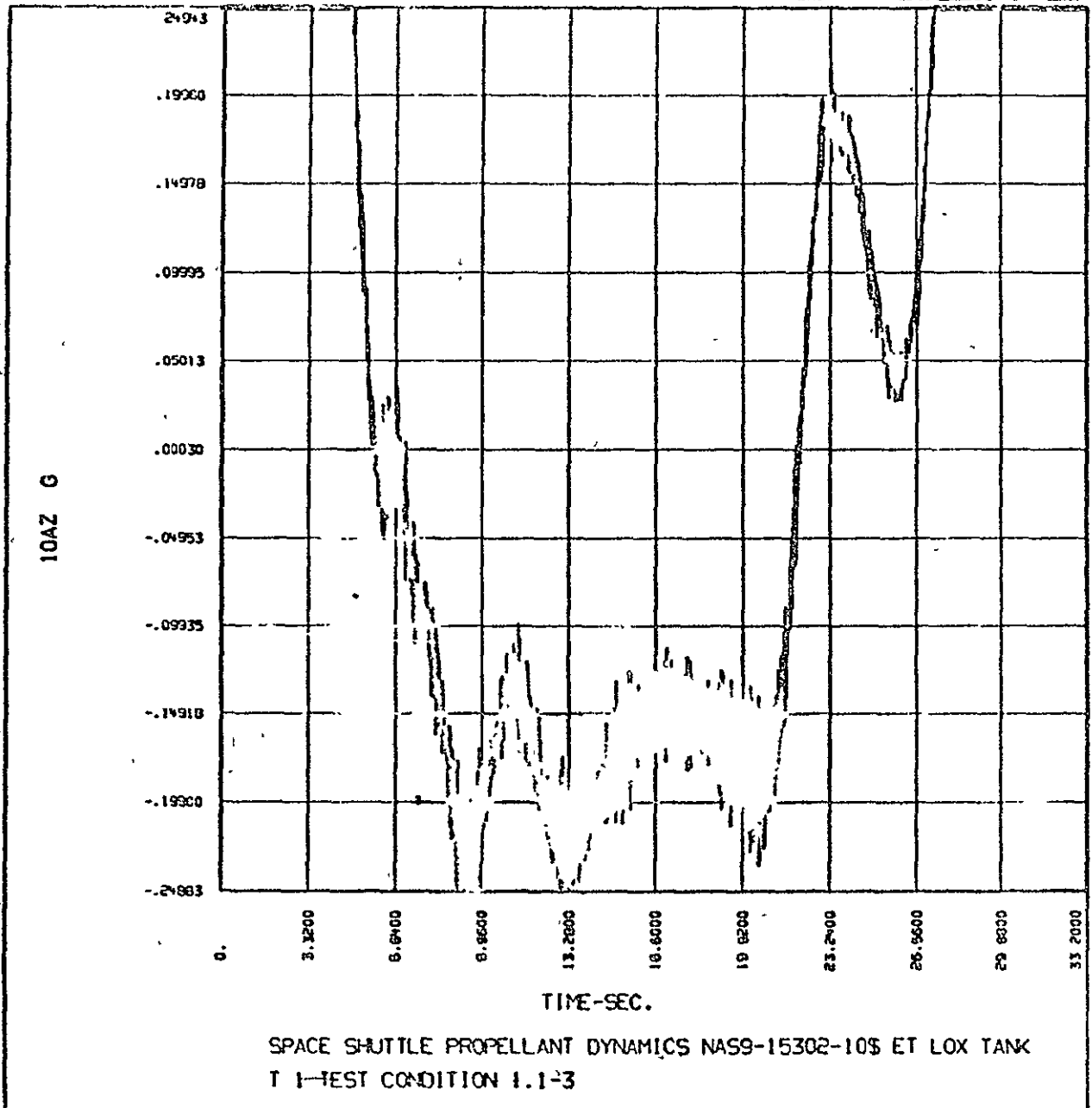


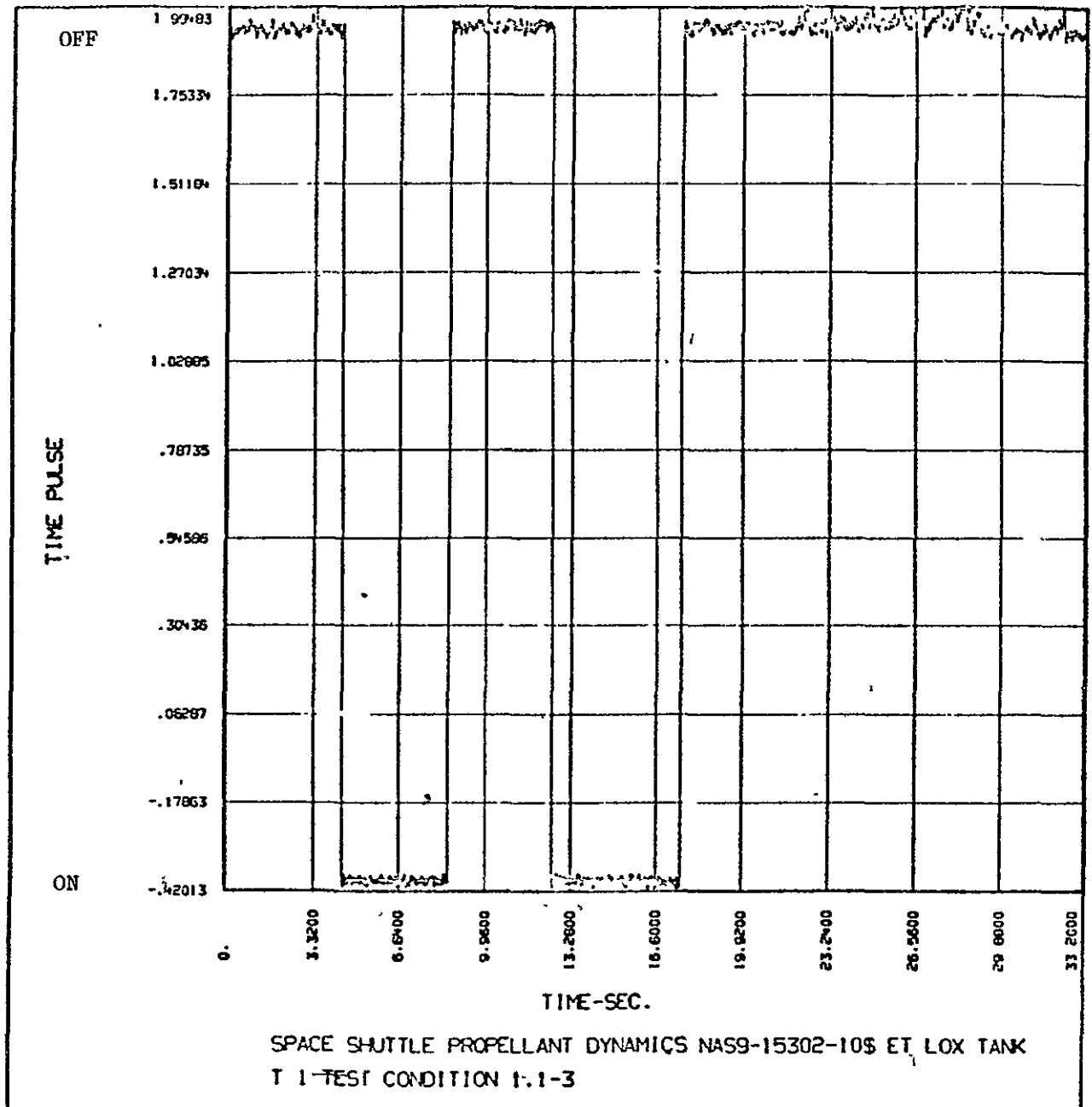




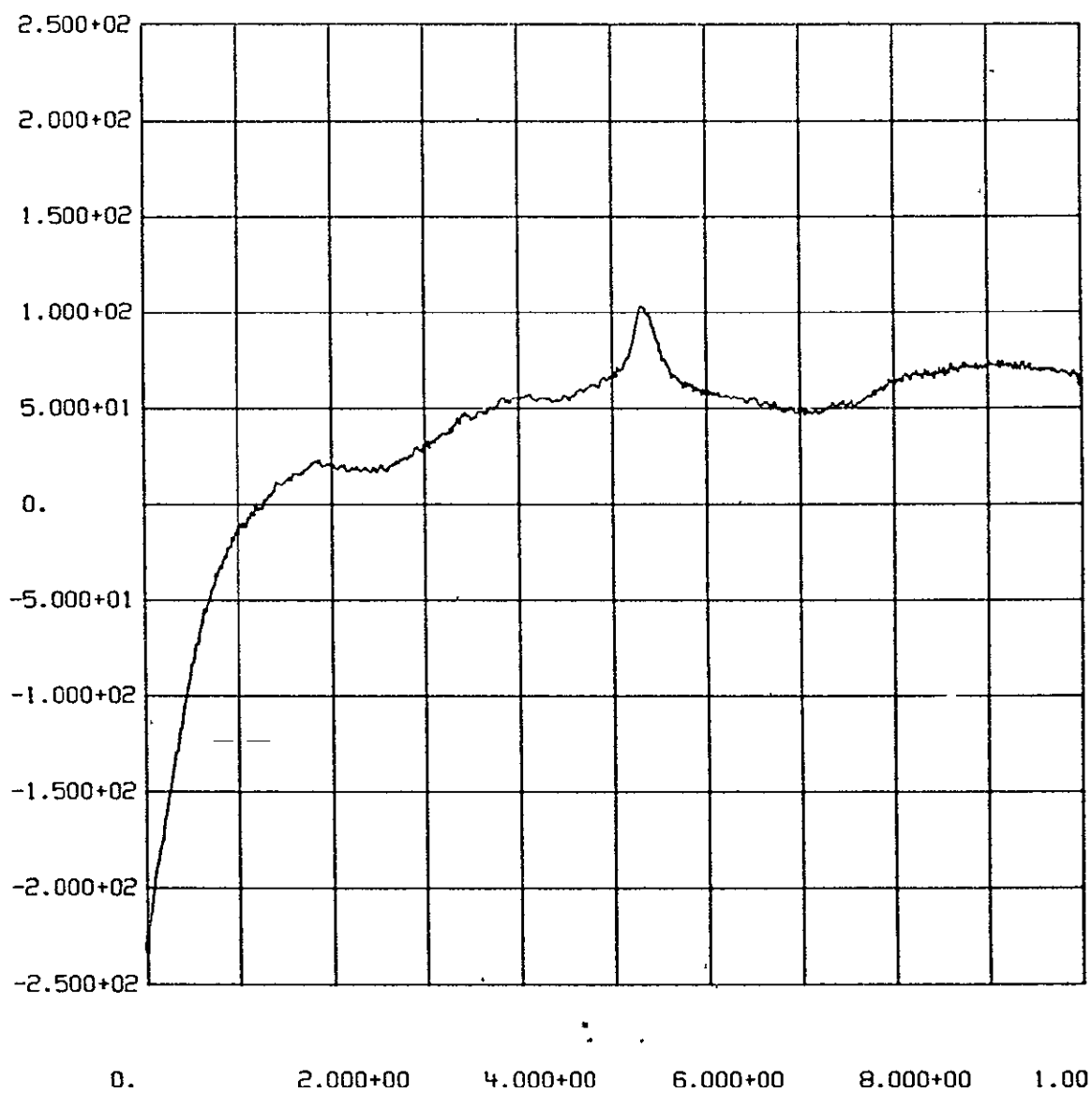








A-23



Z-LOAD

VS

TIME

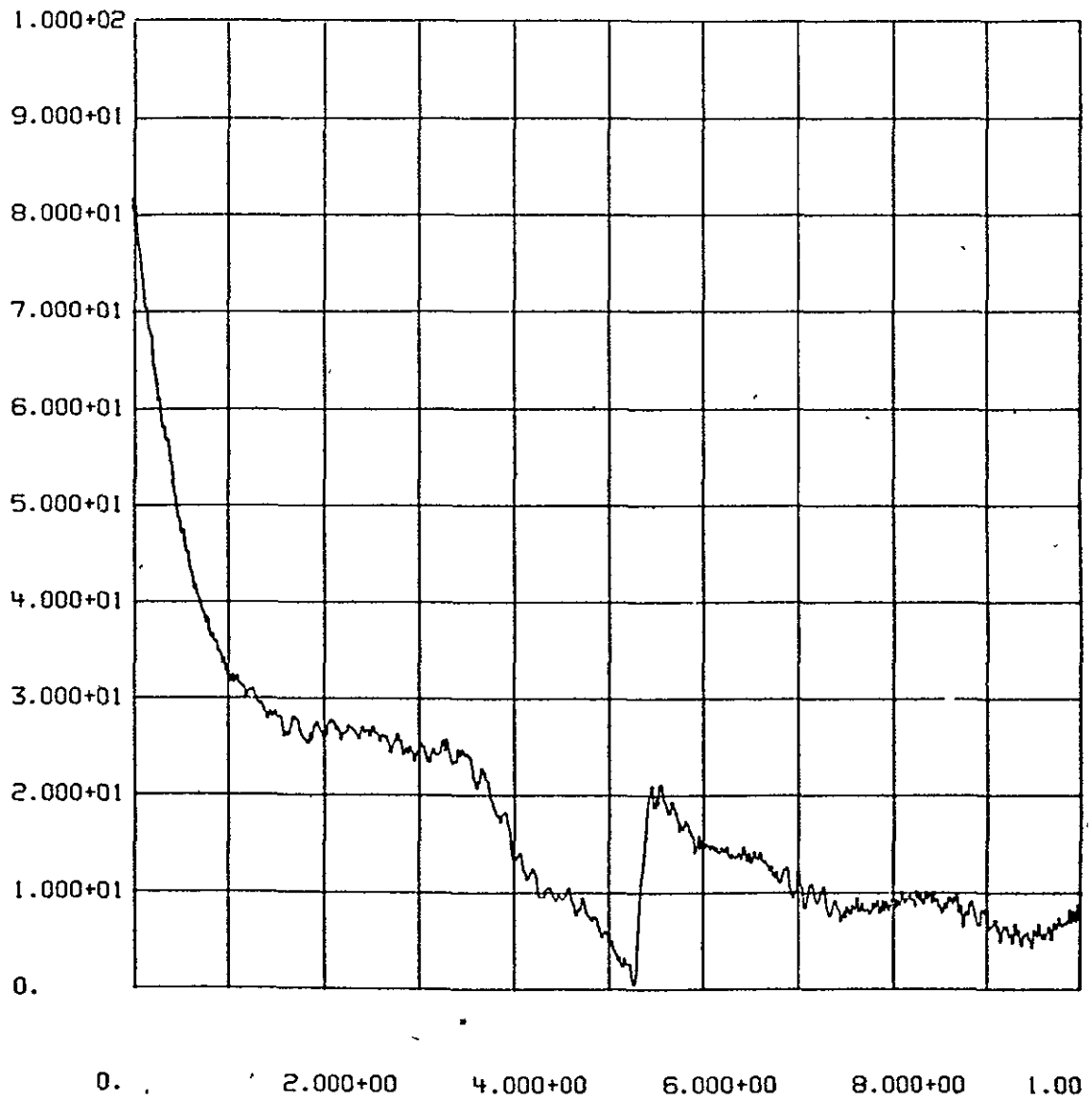
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.1-3 *UNFILT*

A-24



Y-LOAD

VS

TIME

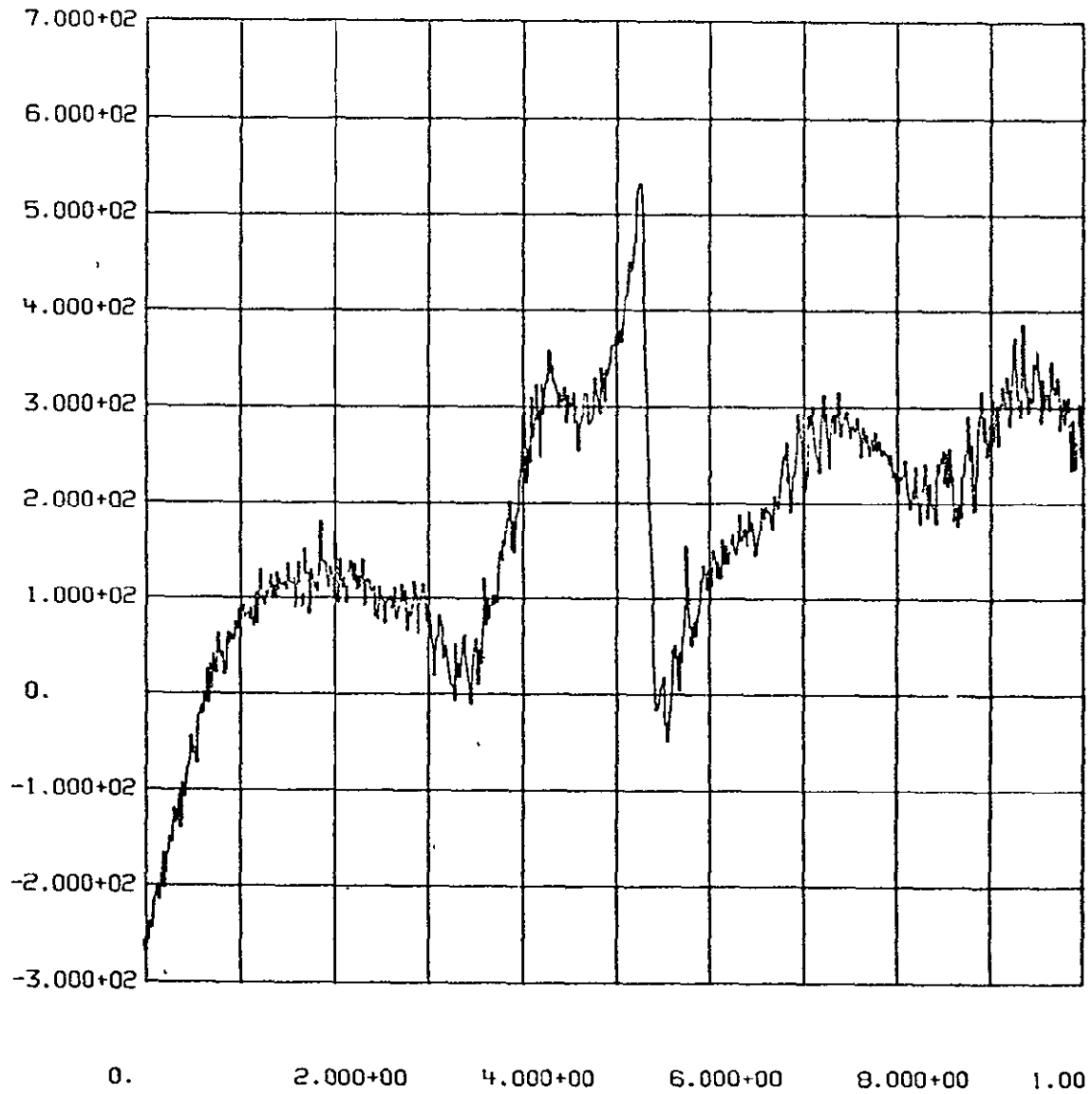
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.1-3 *UNFILT*

A-25



MOMENT

VS

TIME

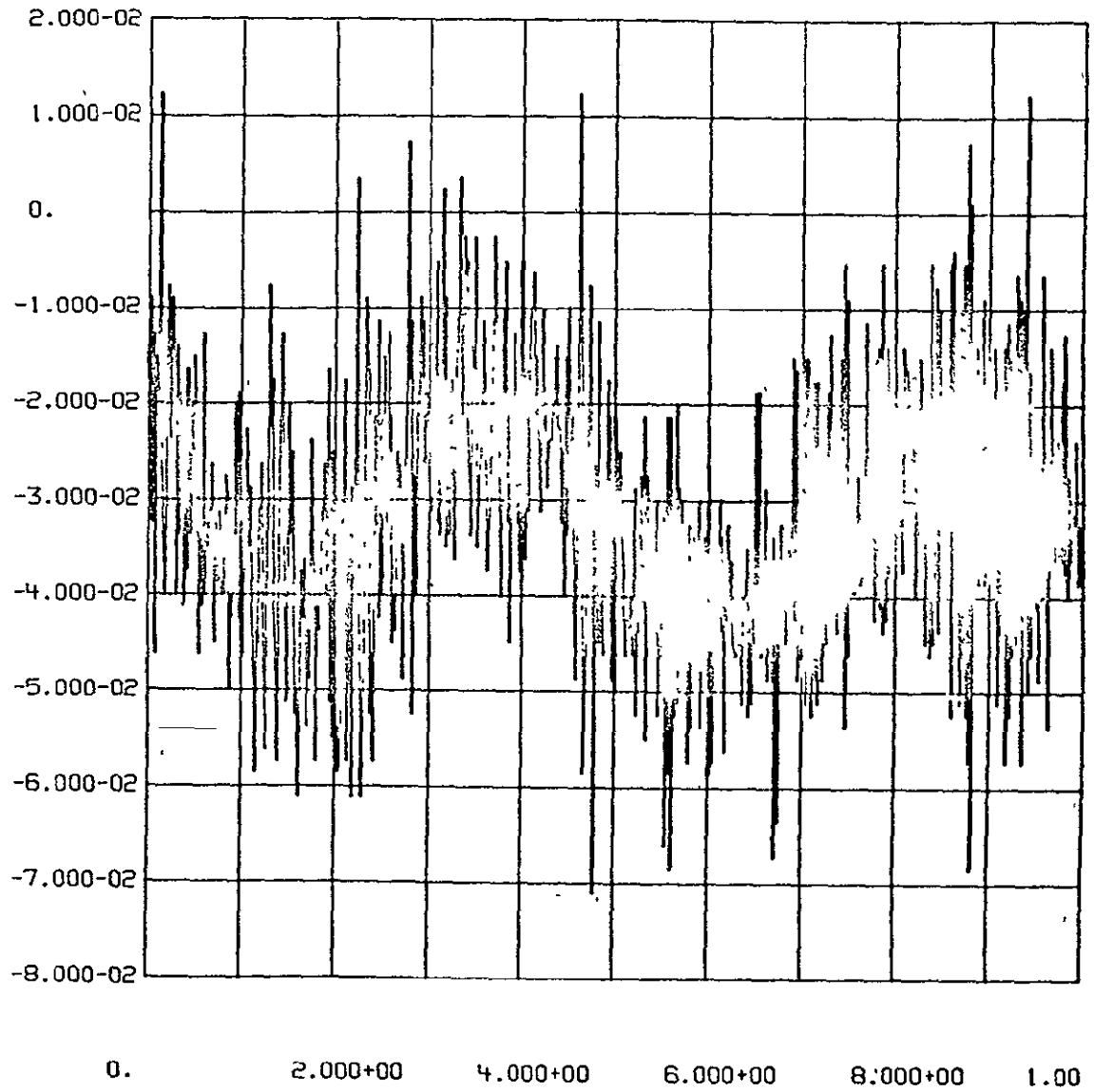
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.1-3 *UNFLT*

A-26



AC YAC

VS

TIME

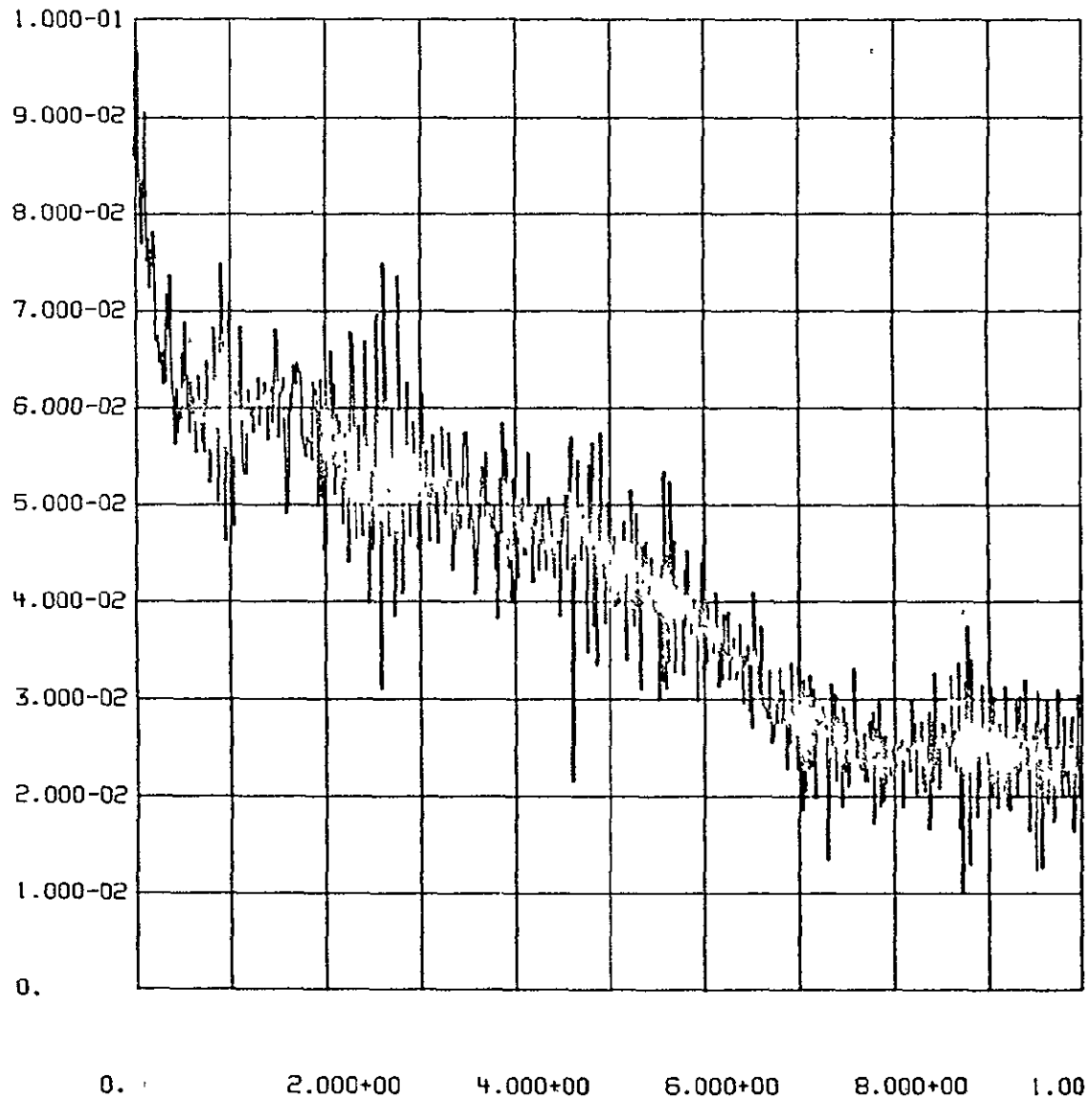
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FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.1-3 *UNFLT*

A-27



AC XAC

VS

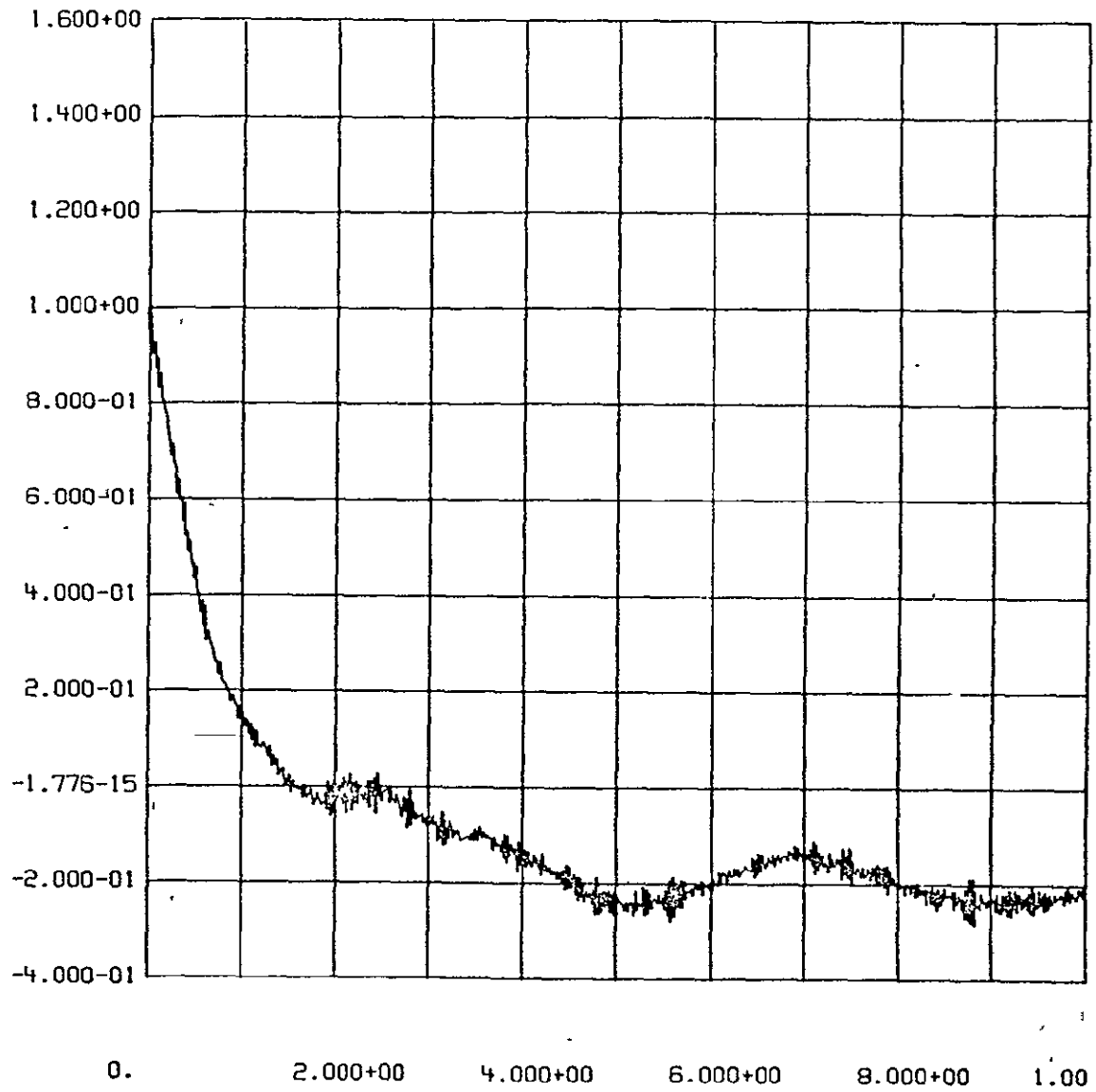
TIME

1

FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.1-3 *UNFILT*



AC ZAC

VS

TIME

1

FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.1-3 *UNFILT*

Test Data Condition 1.2-2

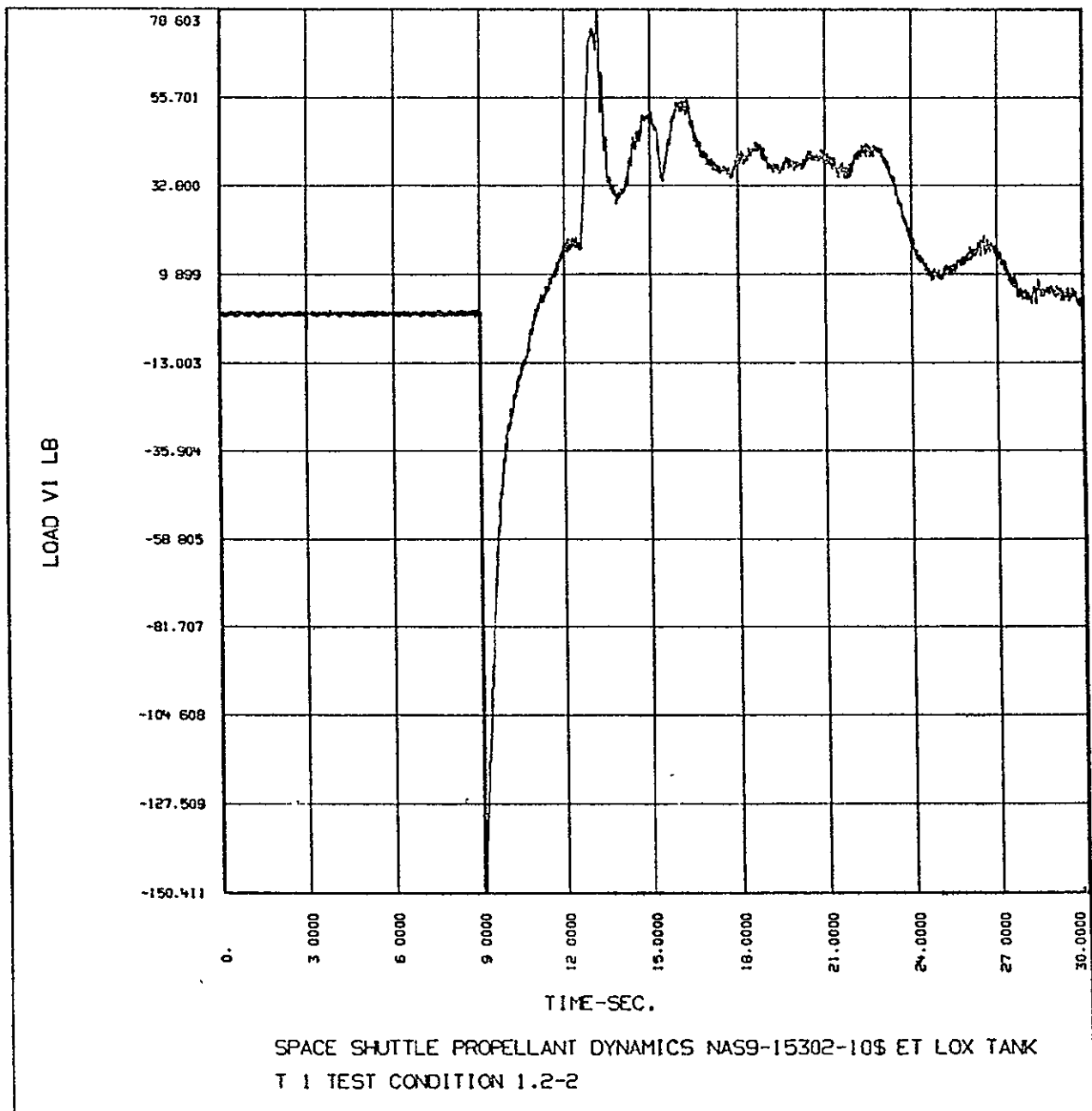
No Baffles

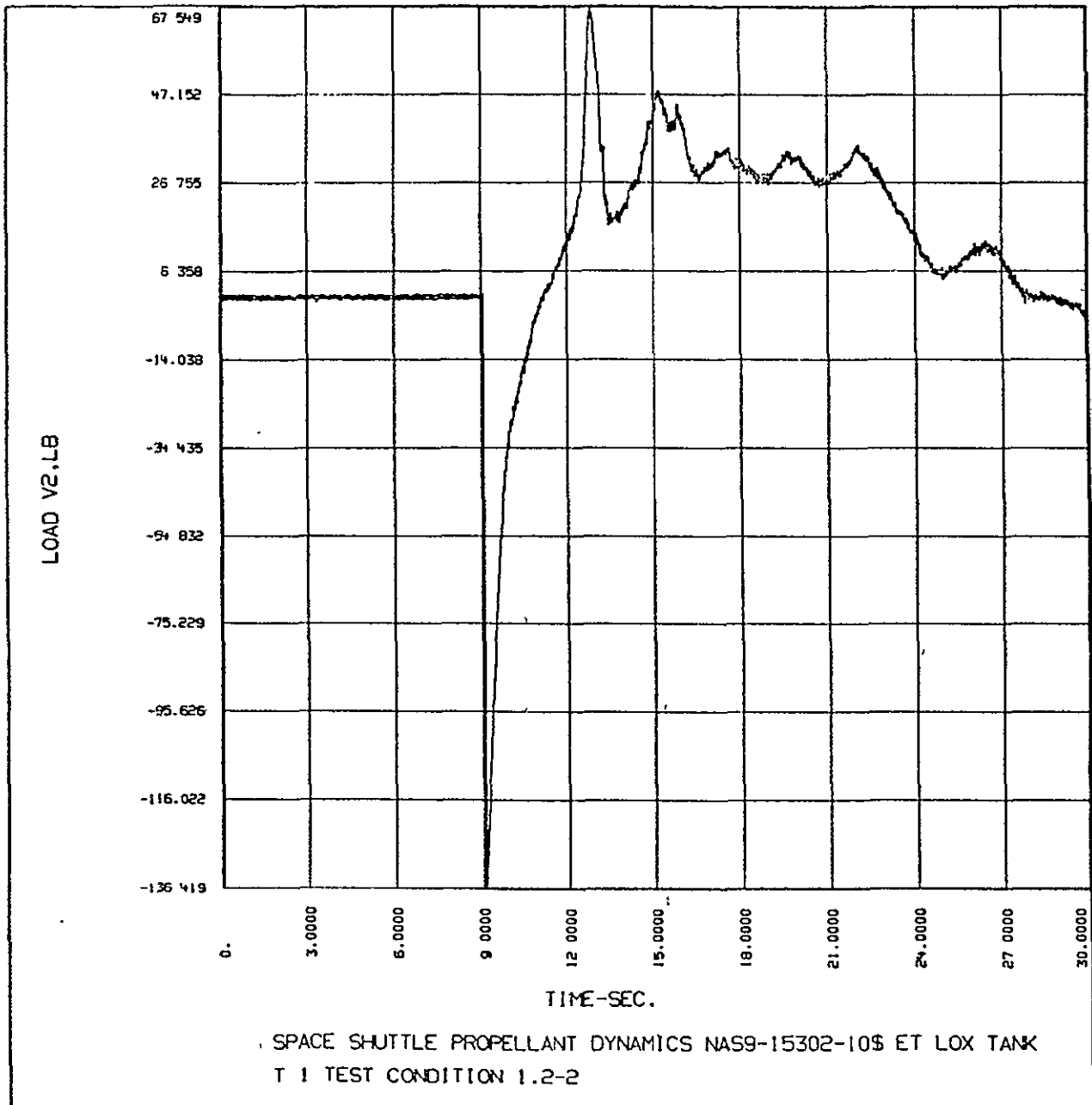
Test Fluid — FC 113

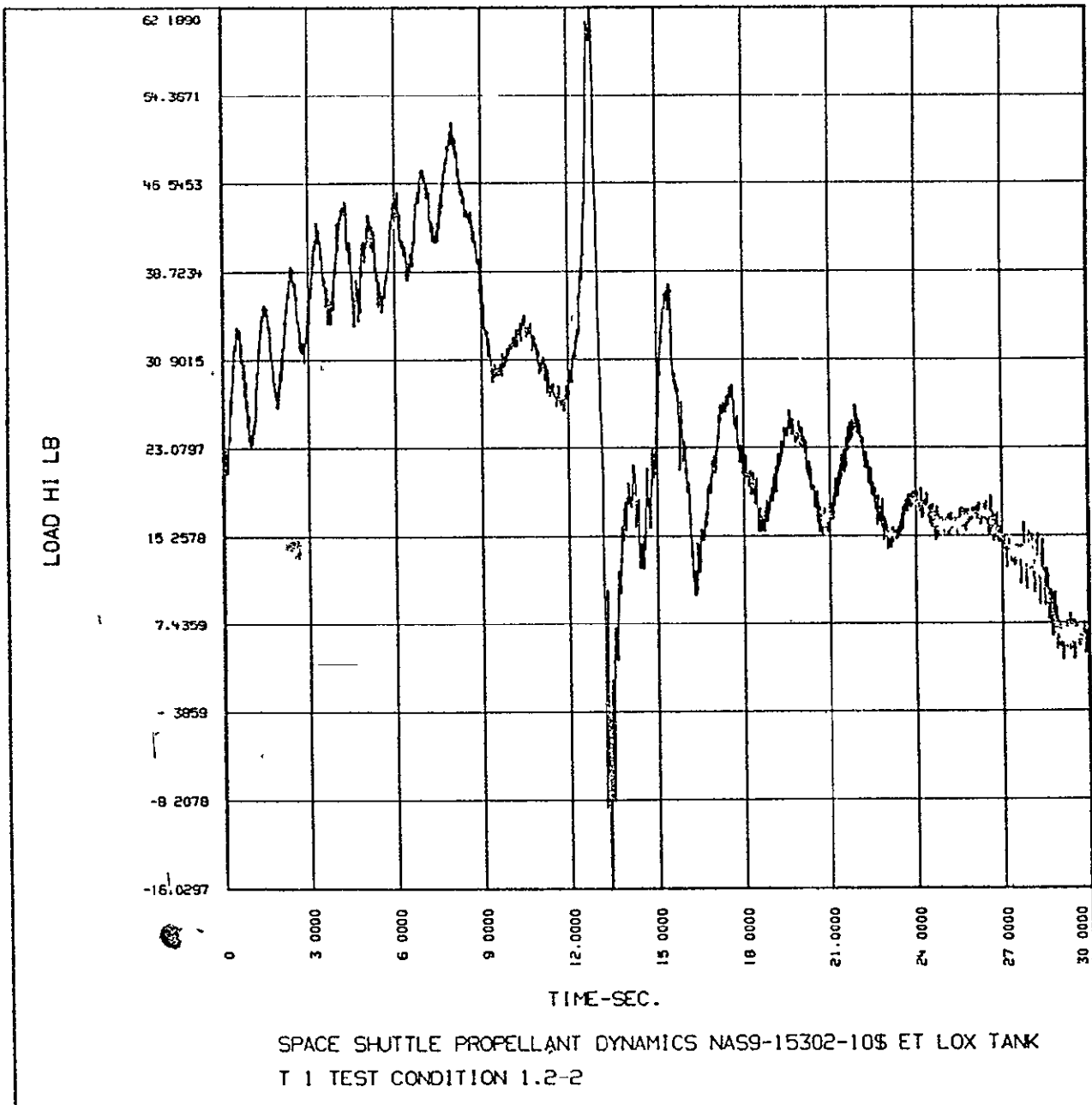
Orientation — 13°

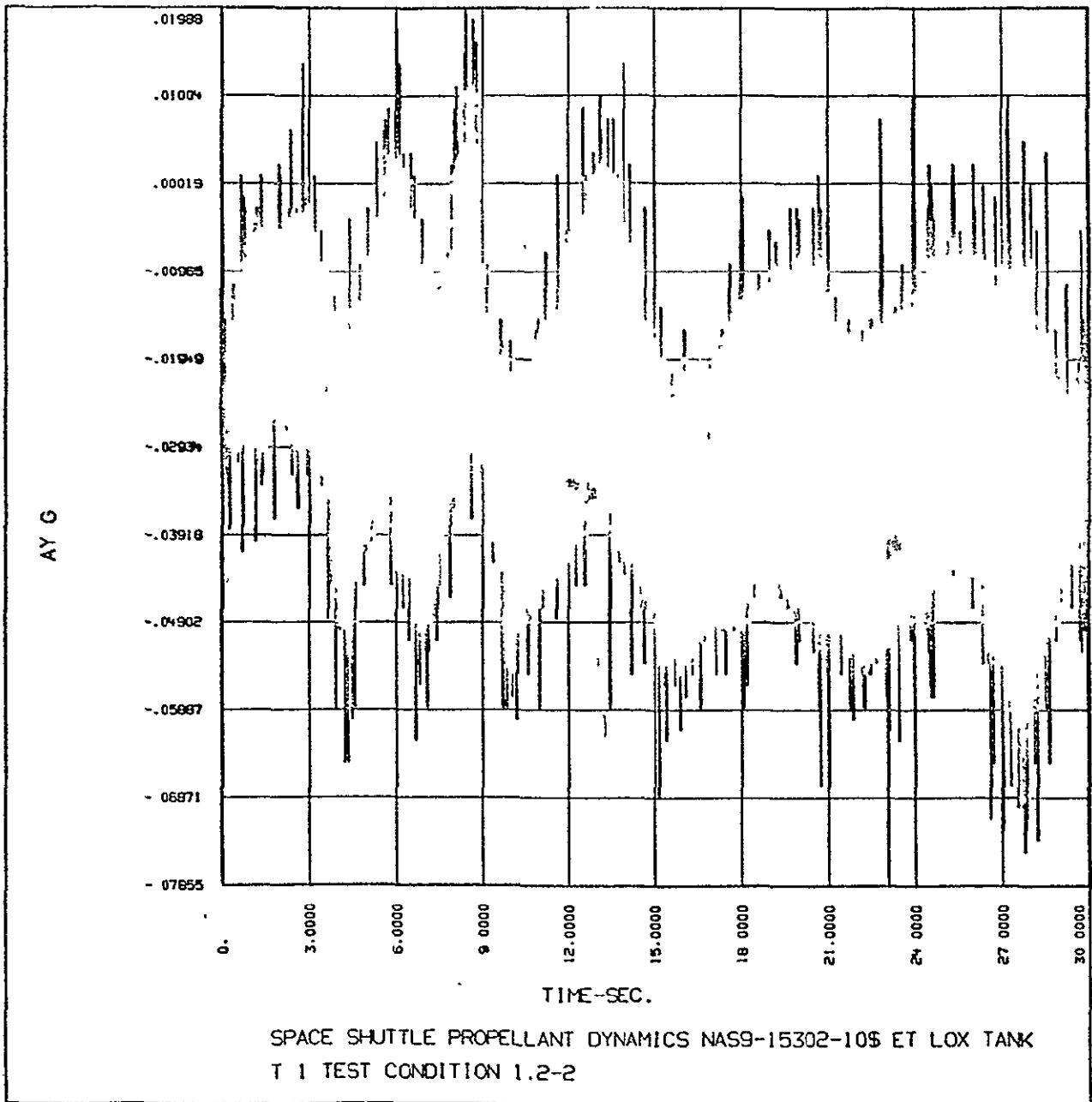
Fill Volume — 10%

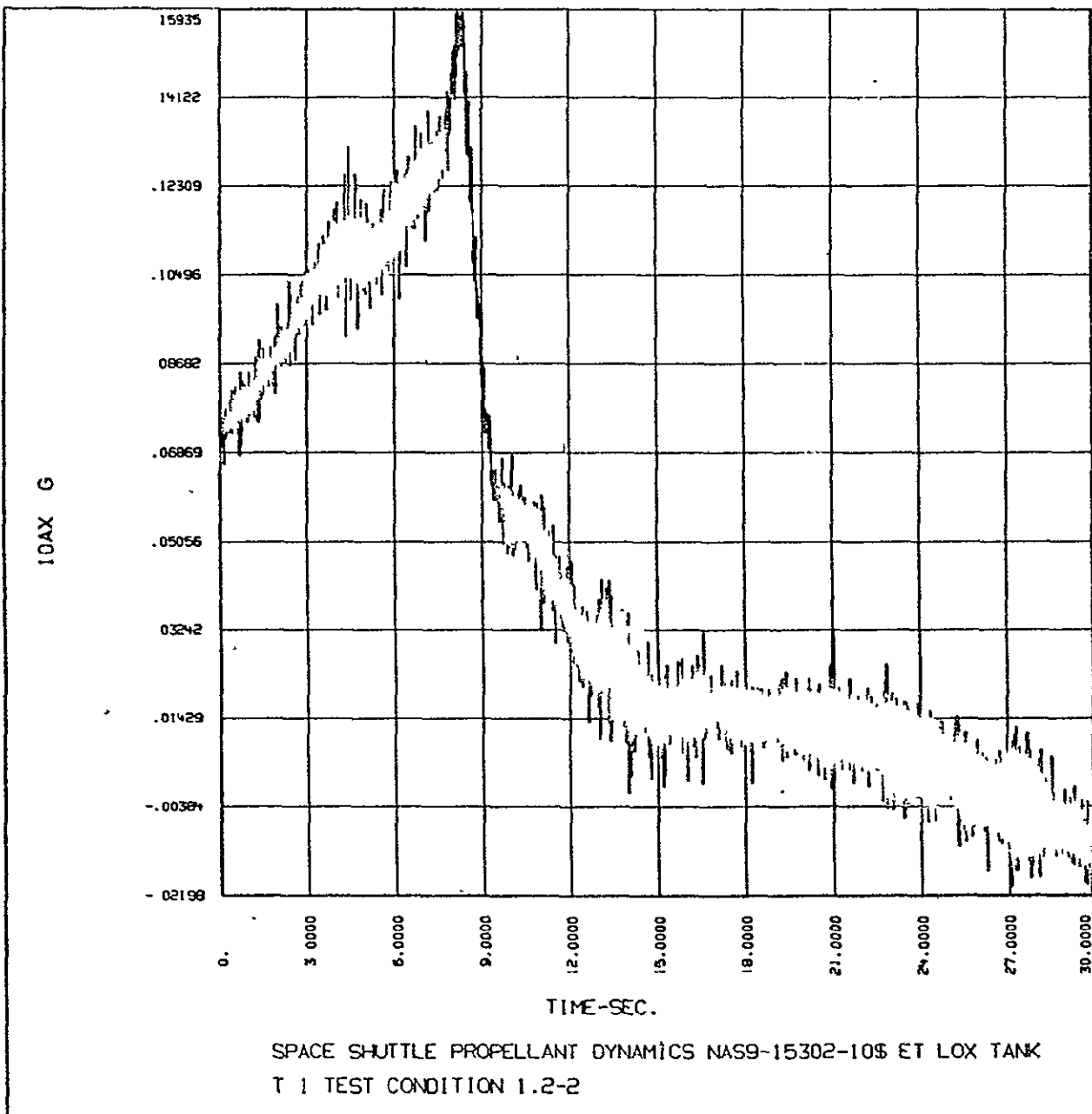
Target Acceleration—0.2 g

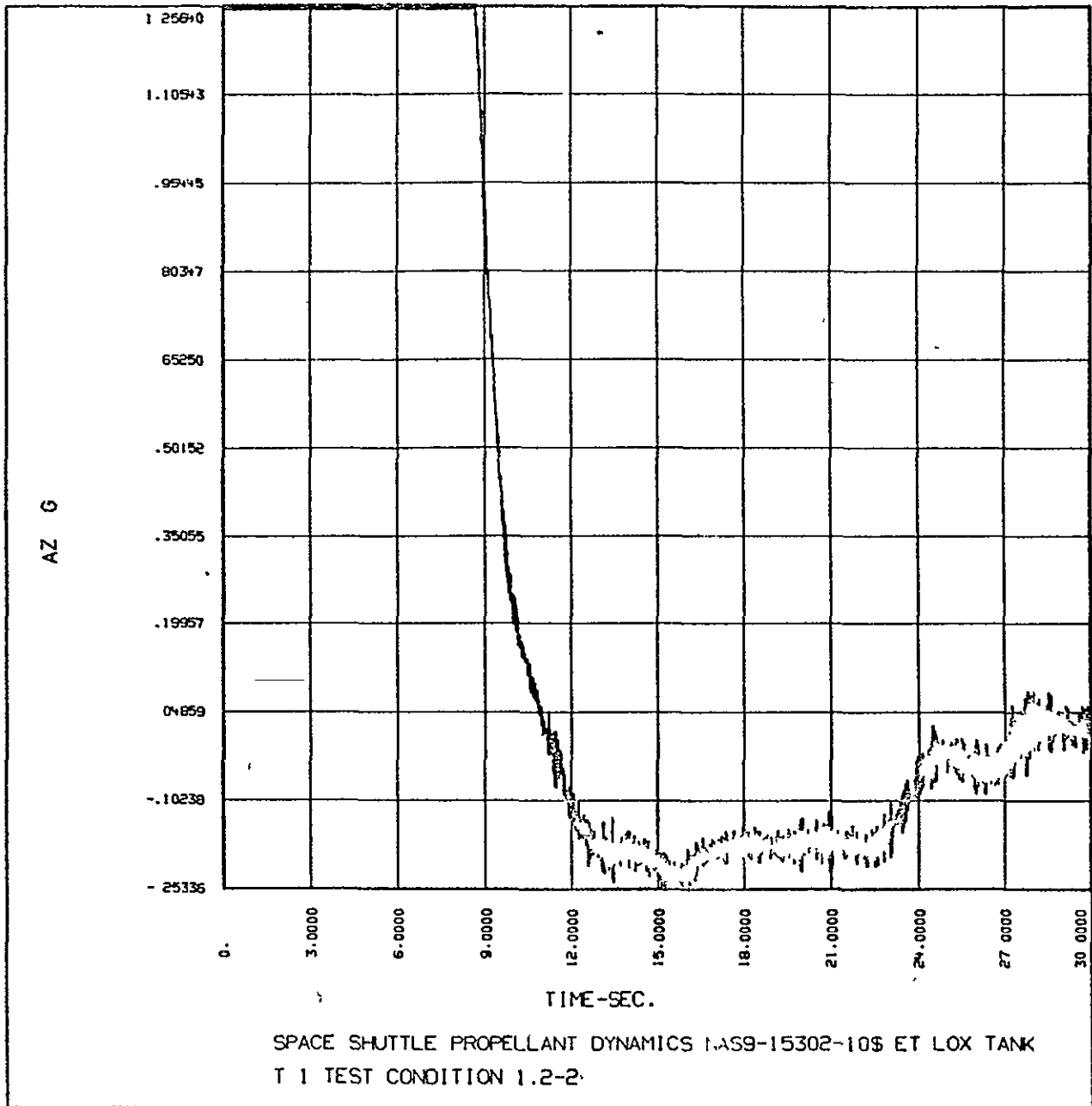




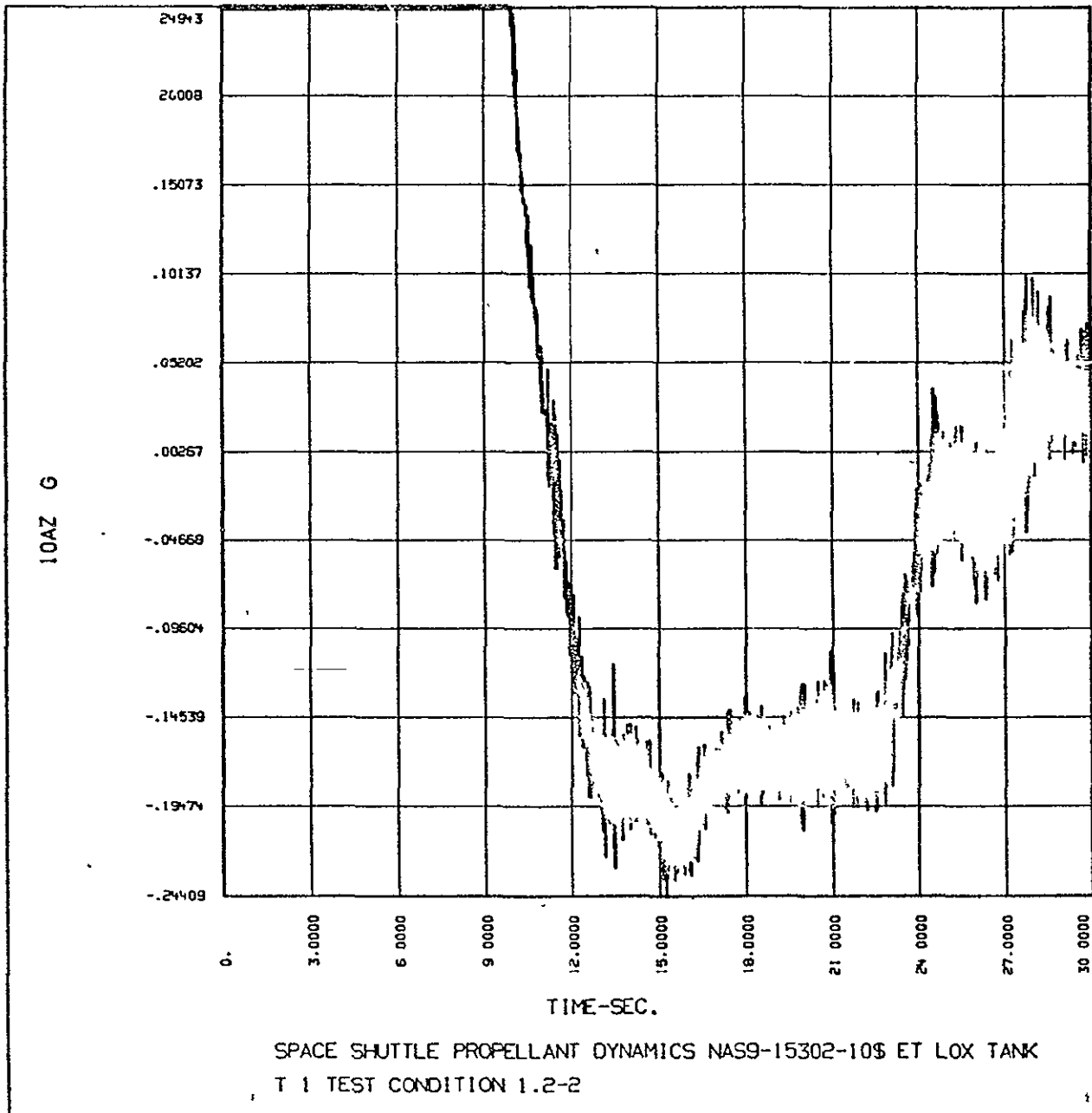


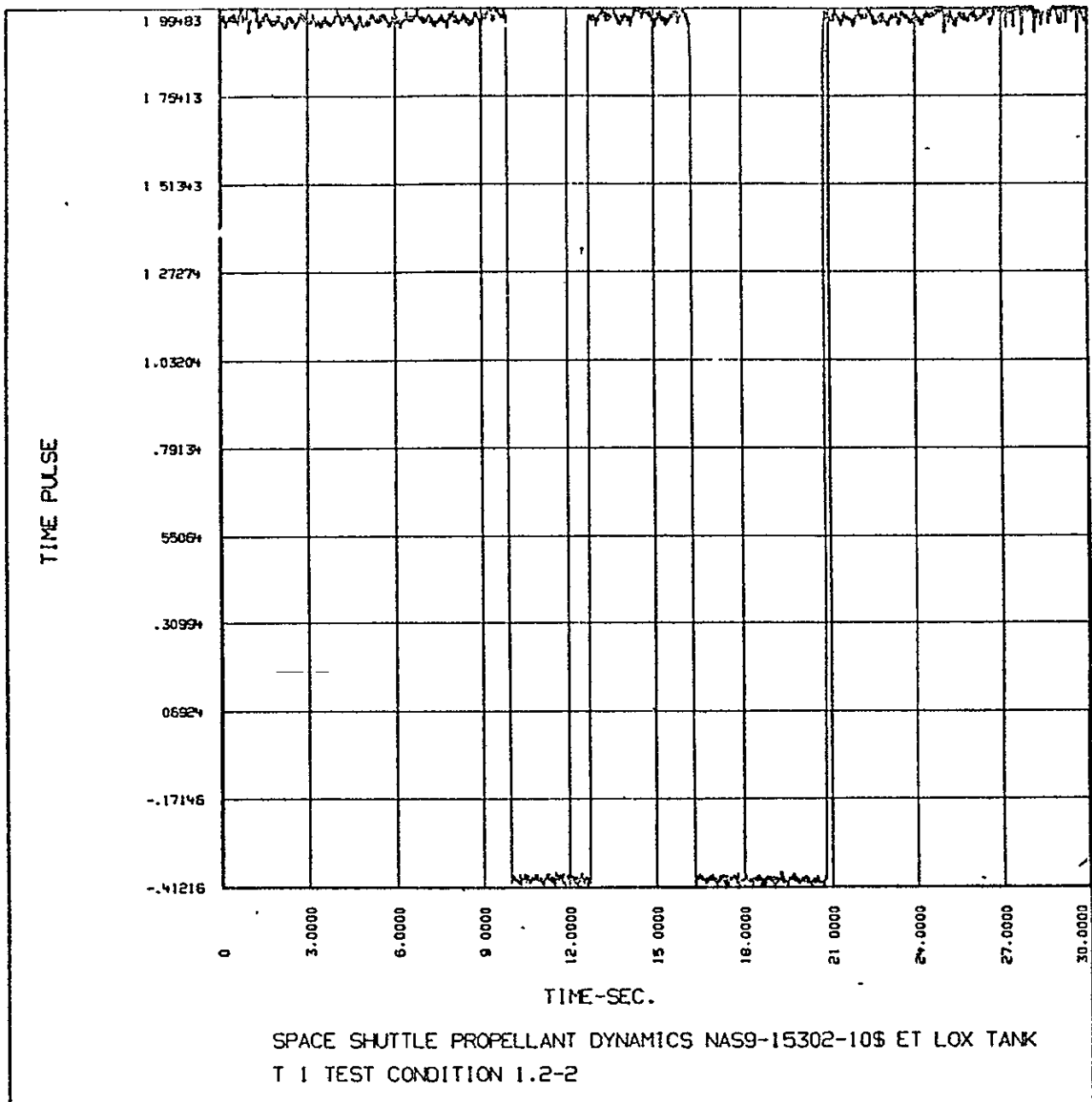




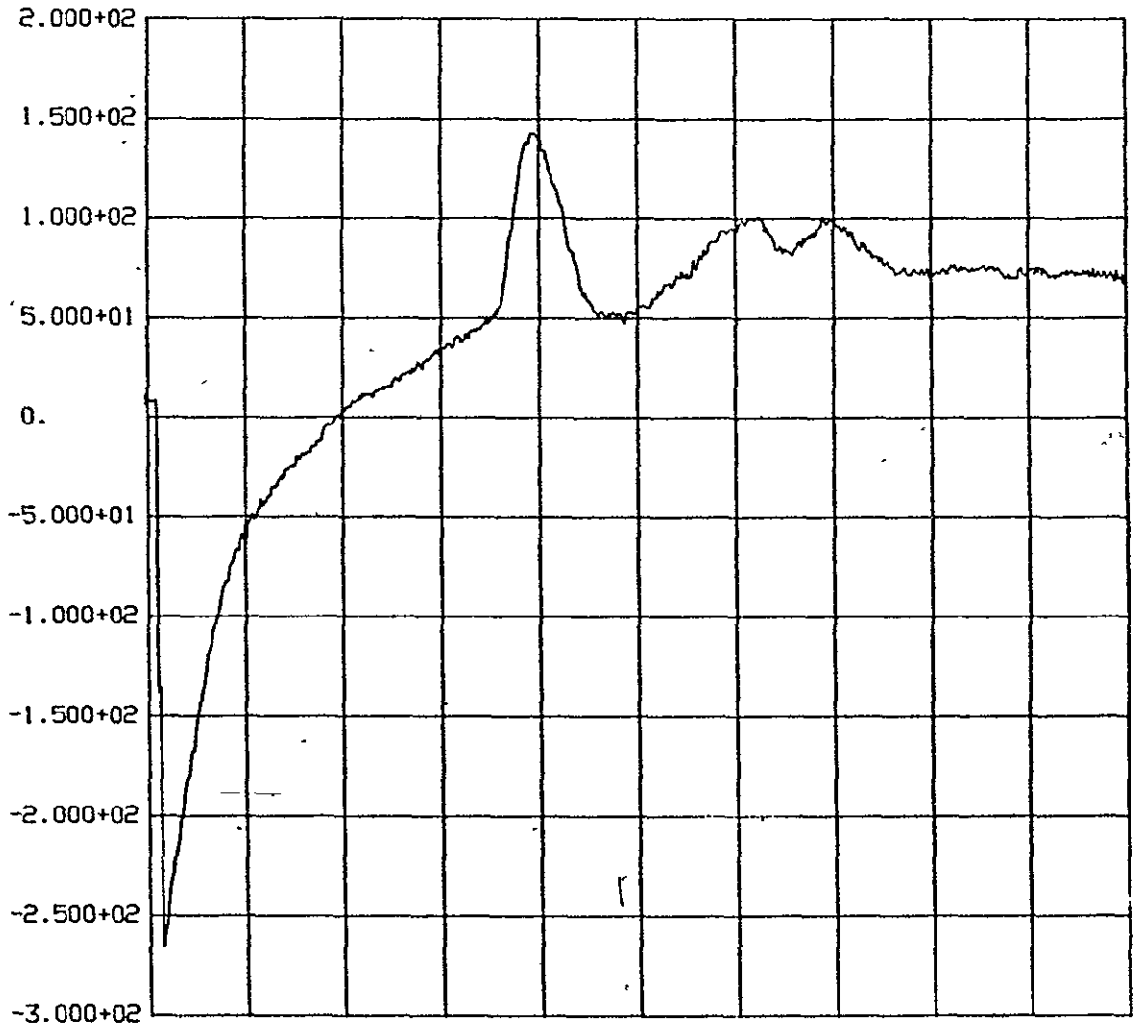


A-35





A-37



Z-LOAD

VS

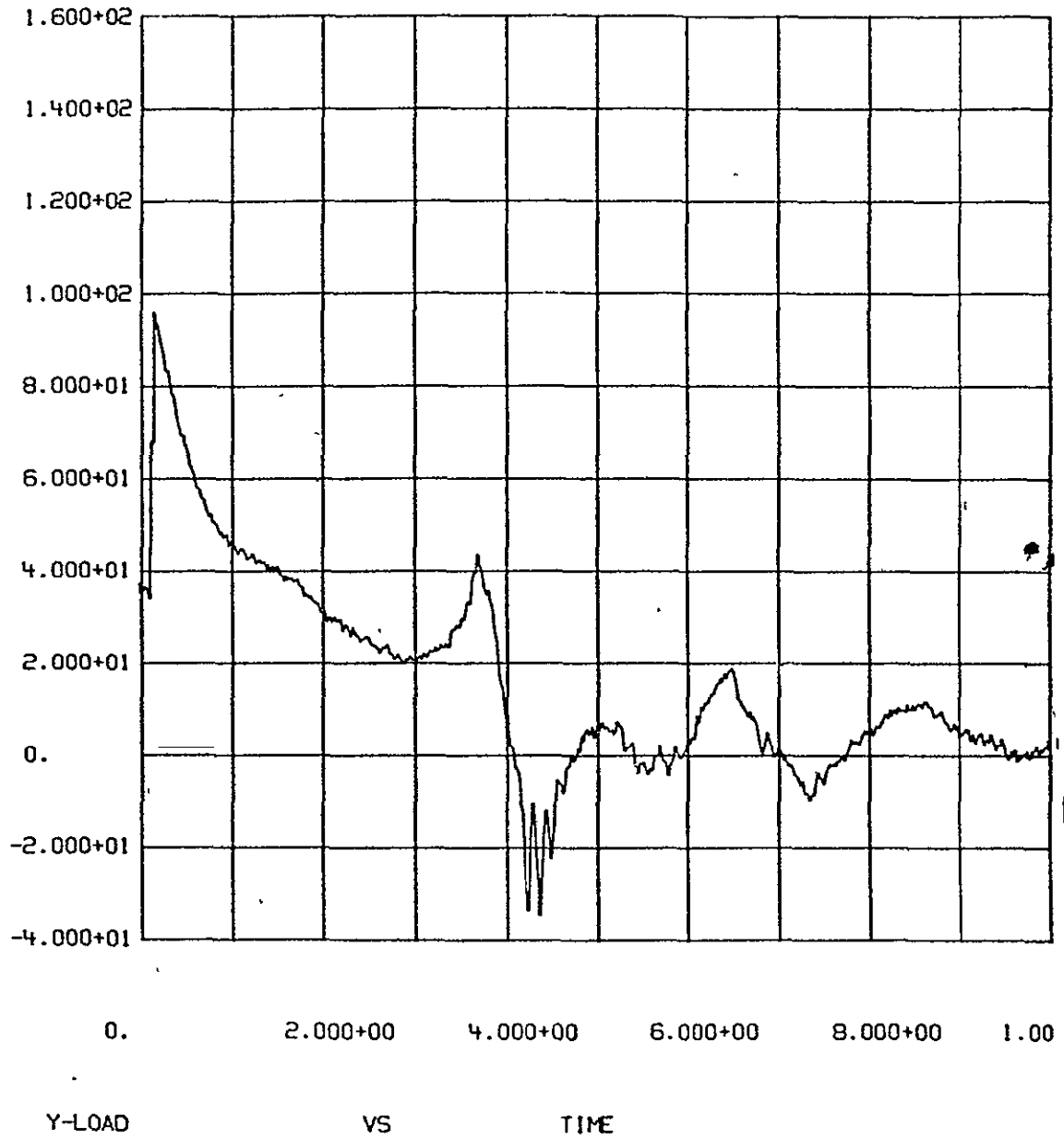
TIME

1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.2-2 * UNFLT *

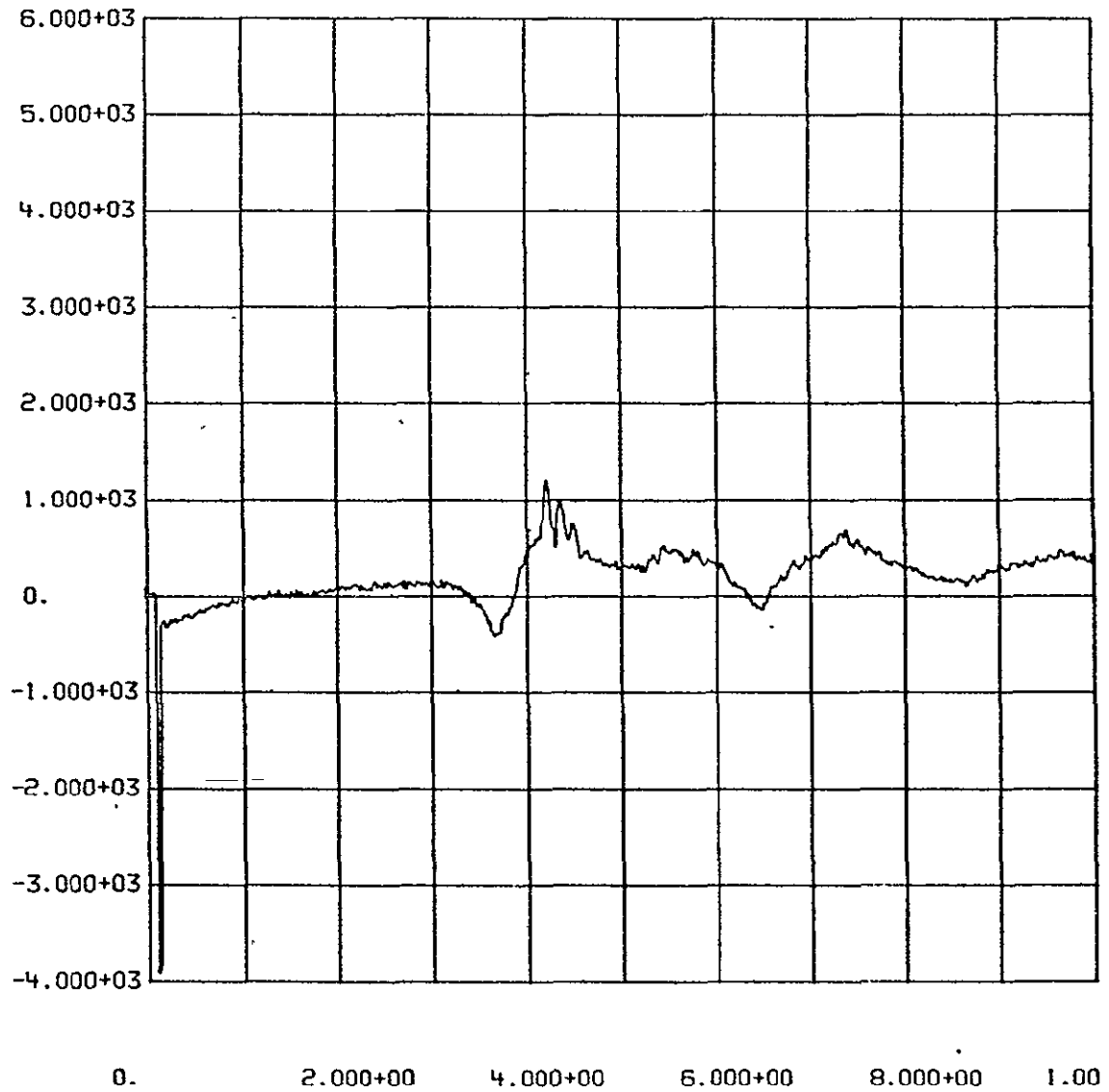


1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.2-2 * UNFILT *



MOMENT

VS

TIME

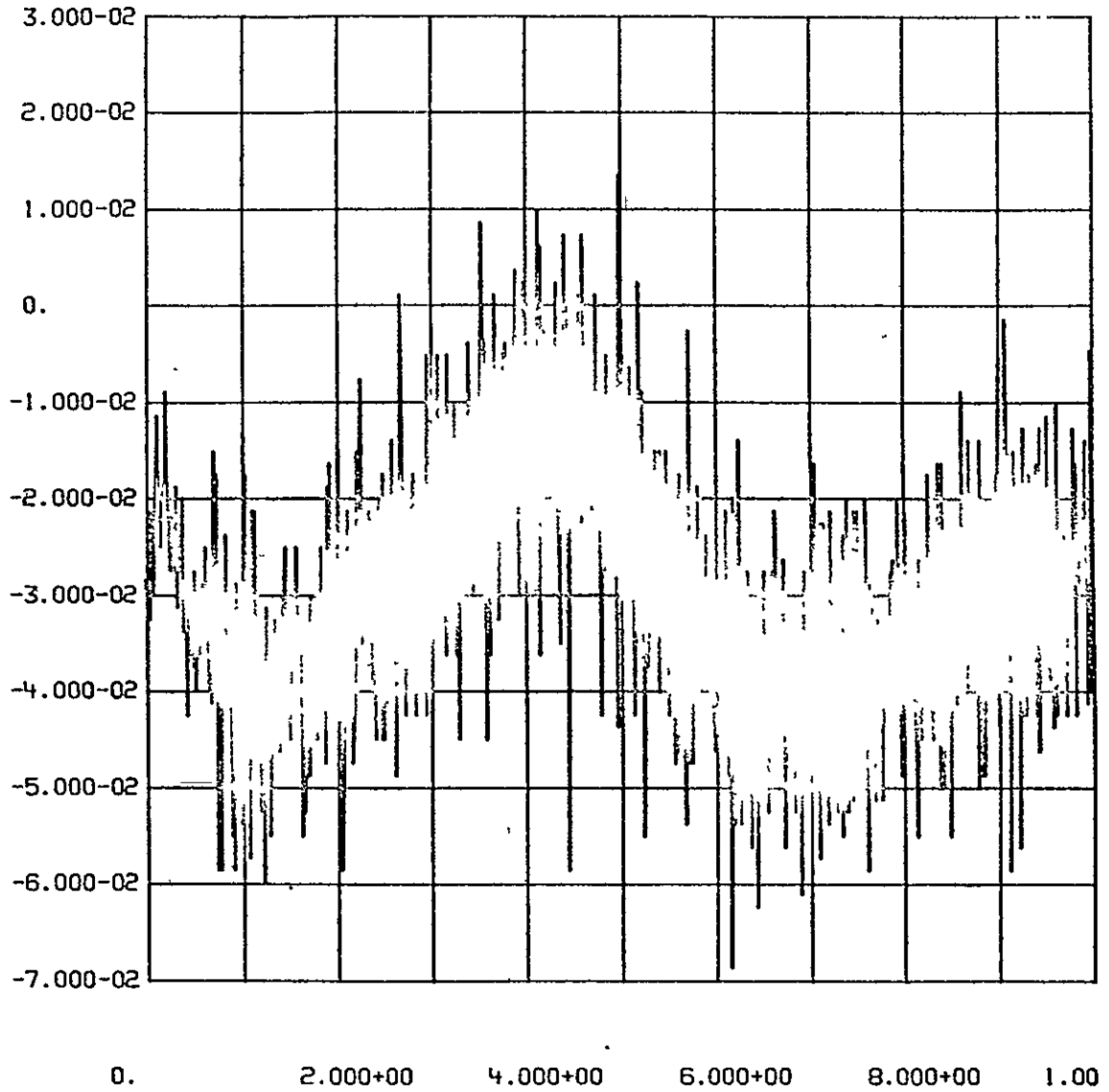
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FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.2-2 * UNFILT *

A-40



AC YAC

VS

TIME

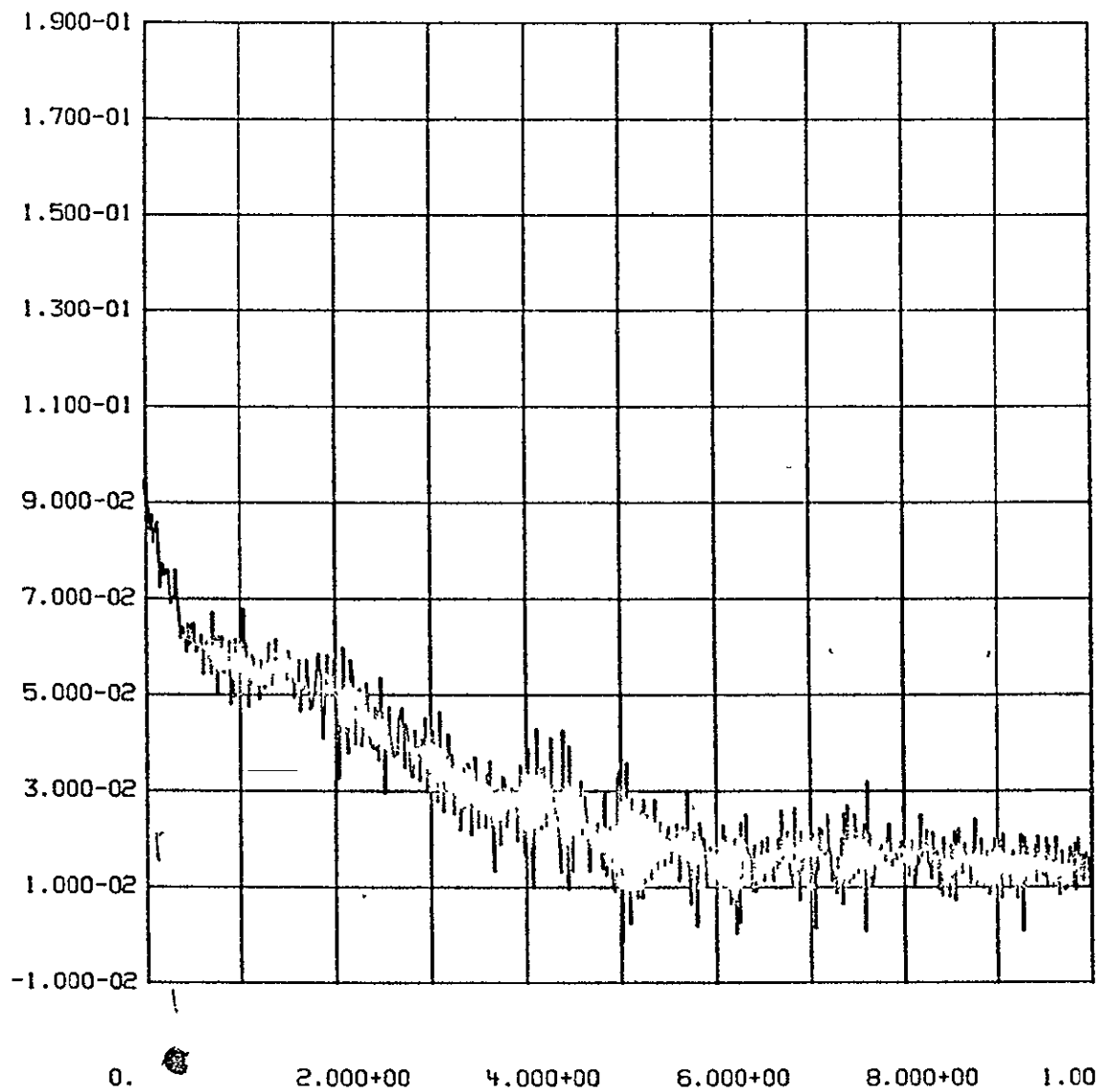
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FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.2-2 * UNFILT *

A-41



AC XAC

VS

TIME

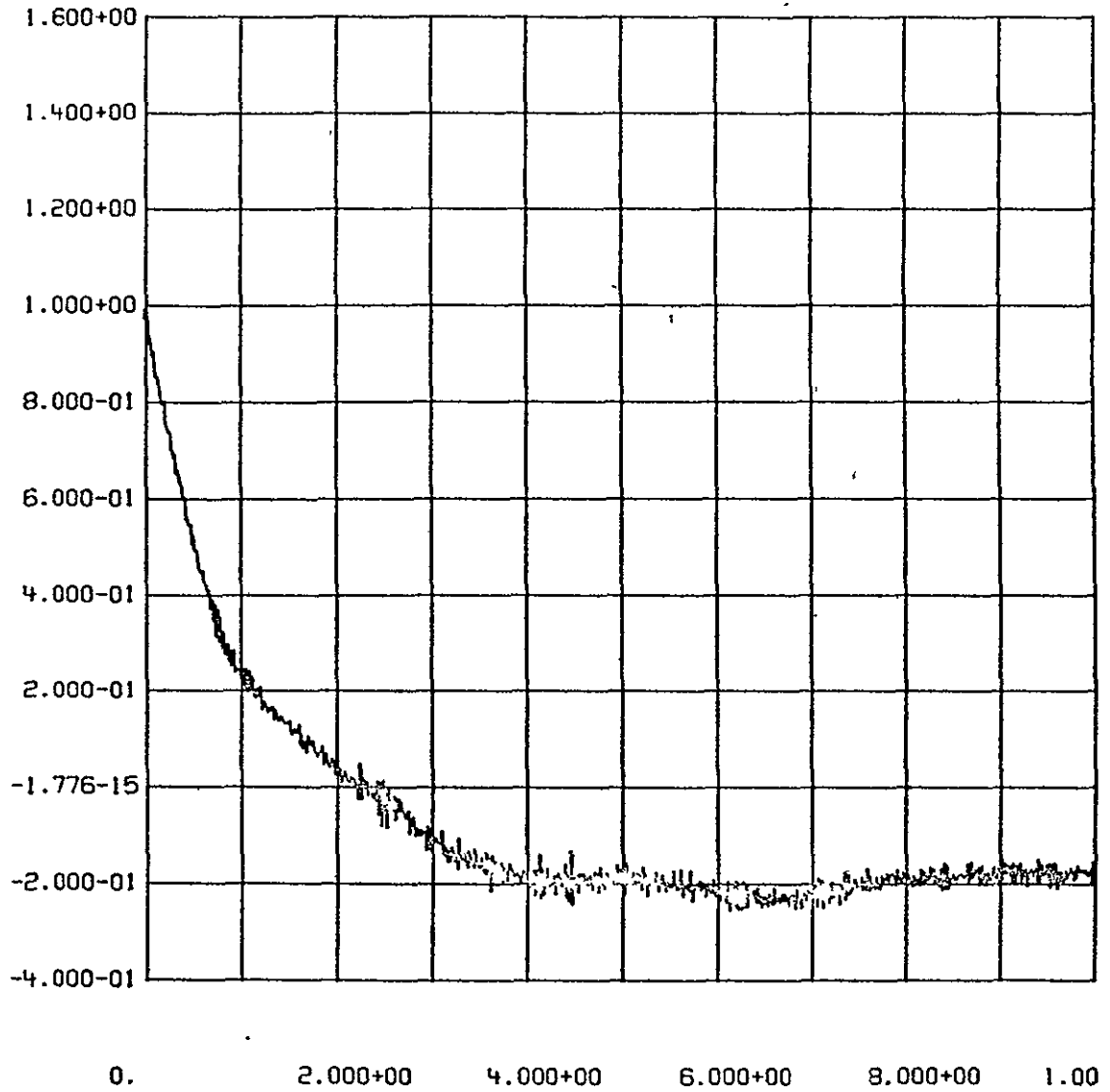
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.2-2 * UNFILT *

A-42



AC ZAC

VS

TIME

1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.2-2 * UNFILT *

Test Data Condition 1.3-3

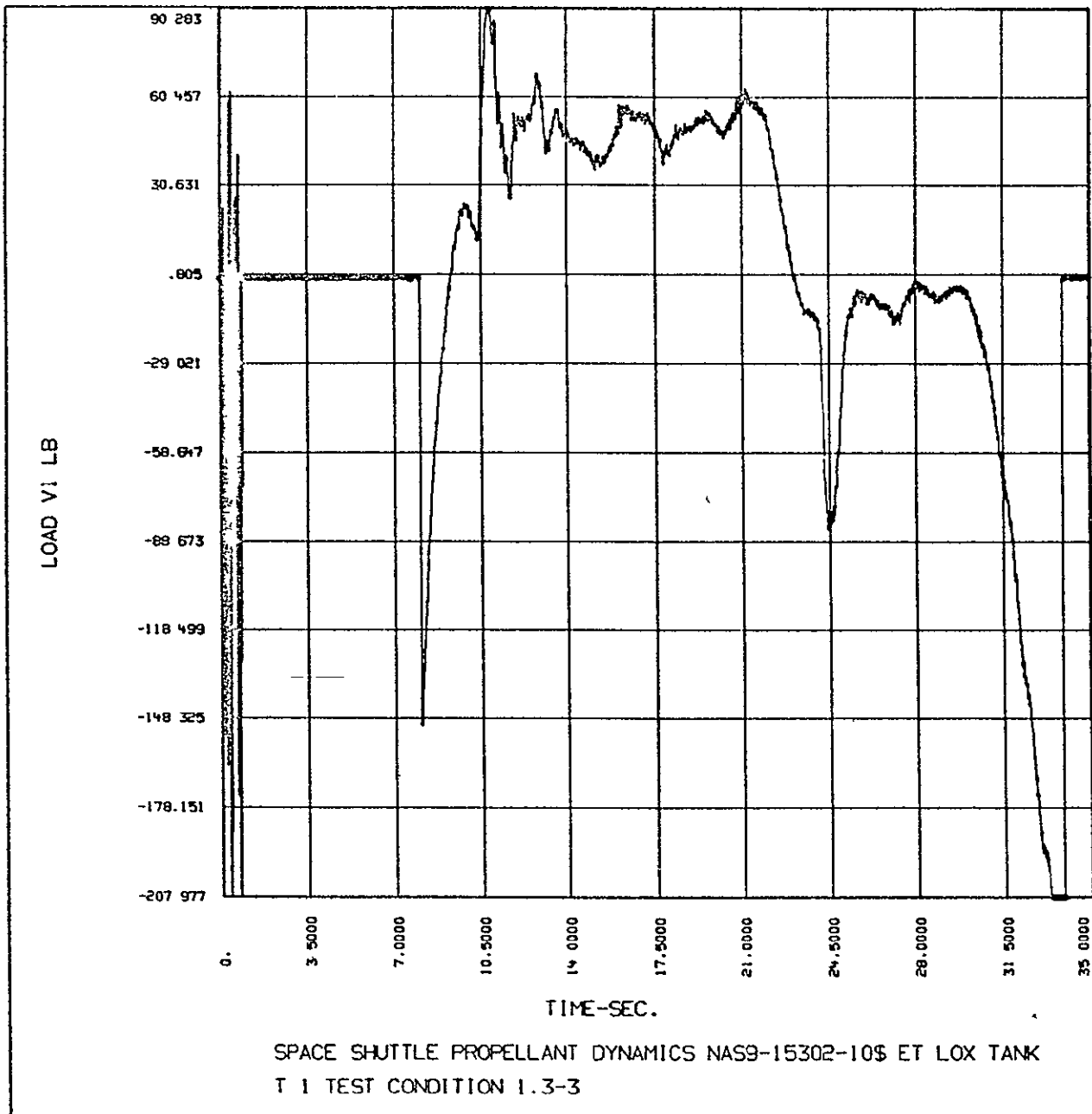
No Baffles

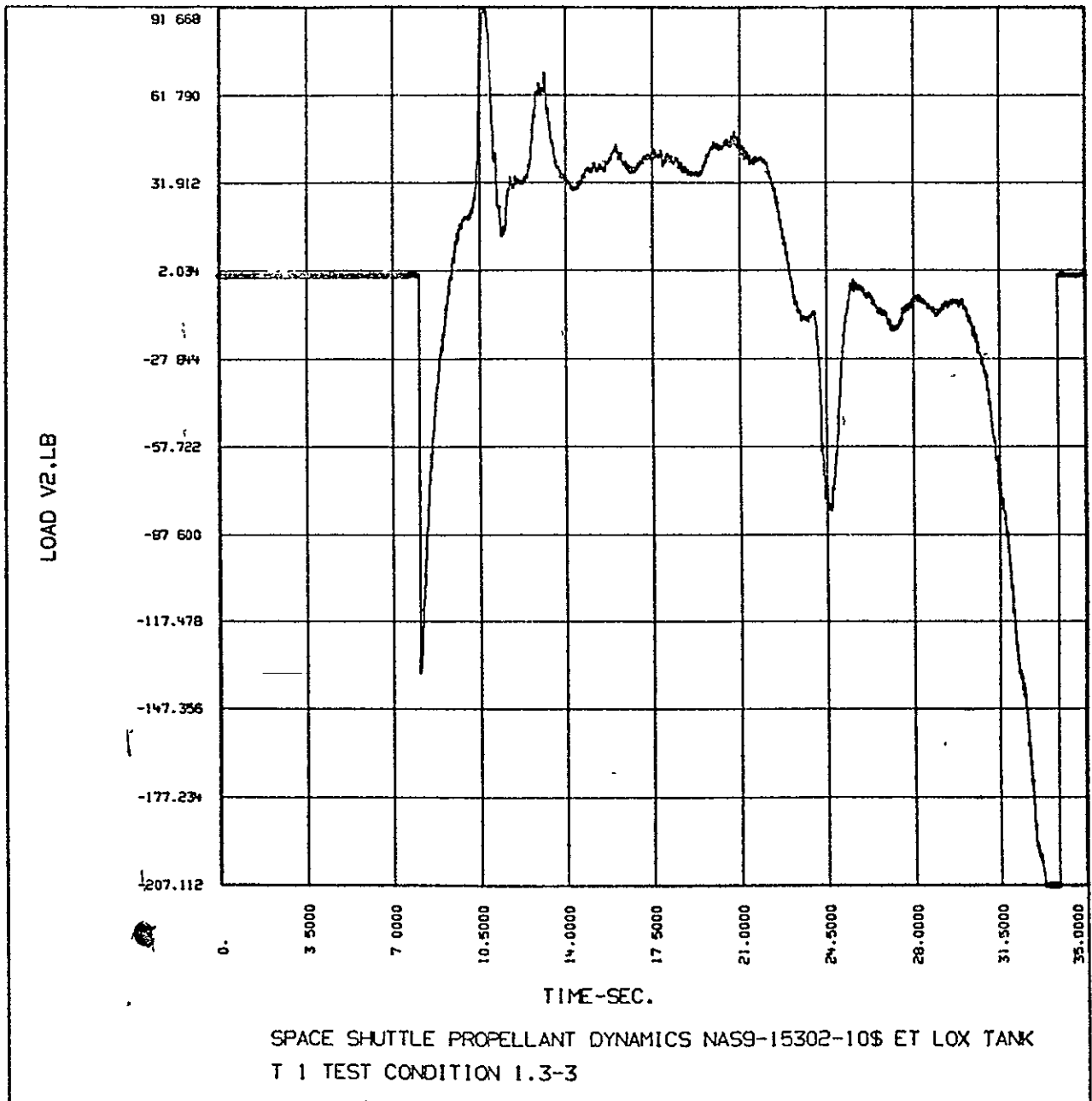
Test Fluid — FC 113

Orientation — 13°

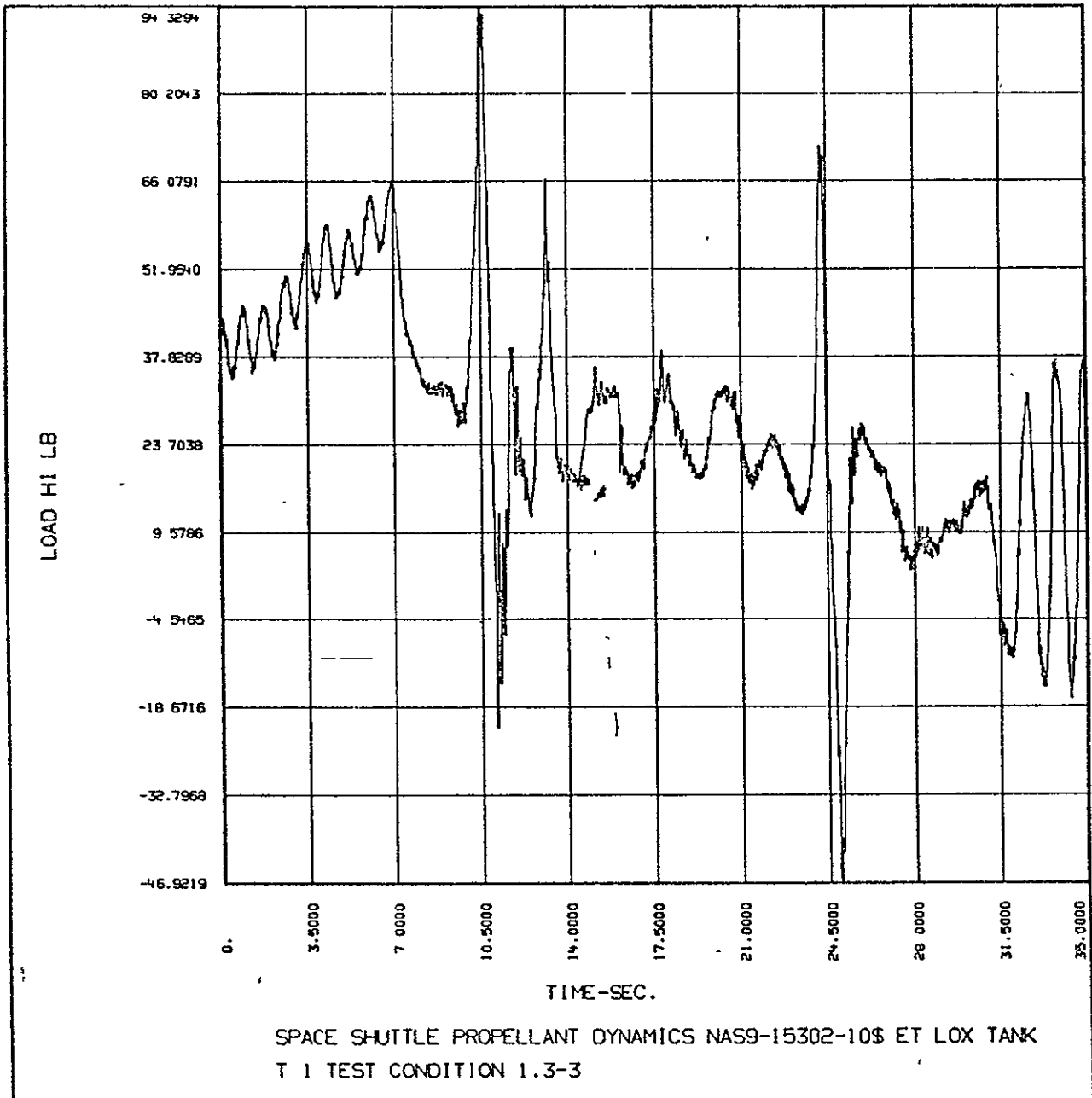
Fill Volume — 15%

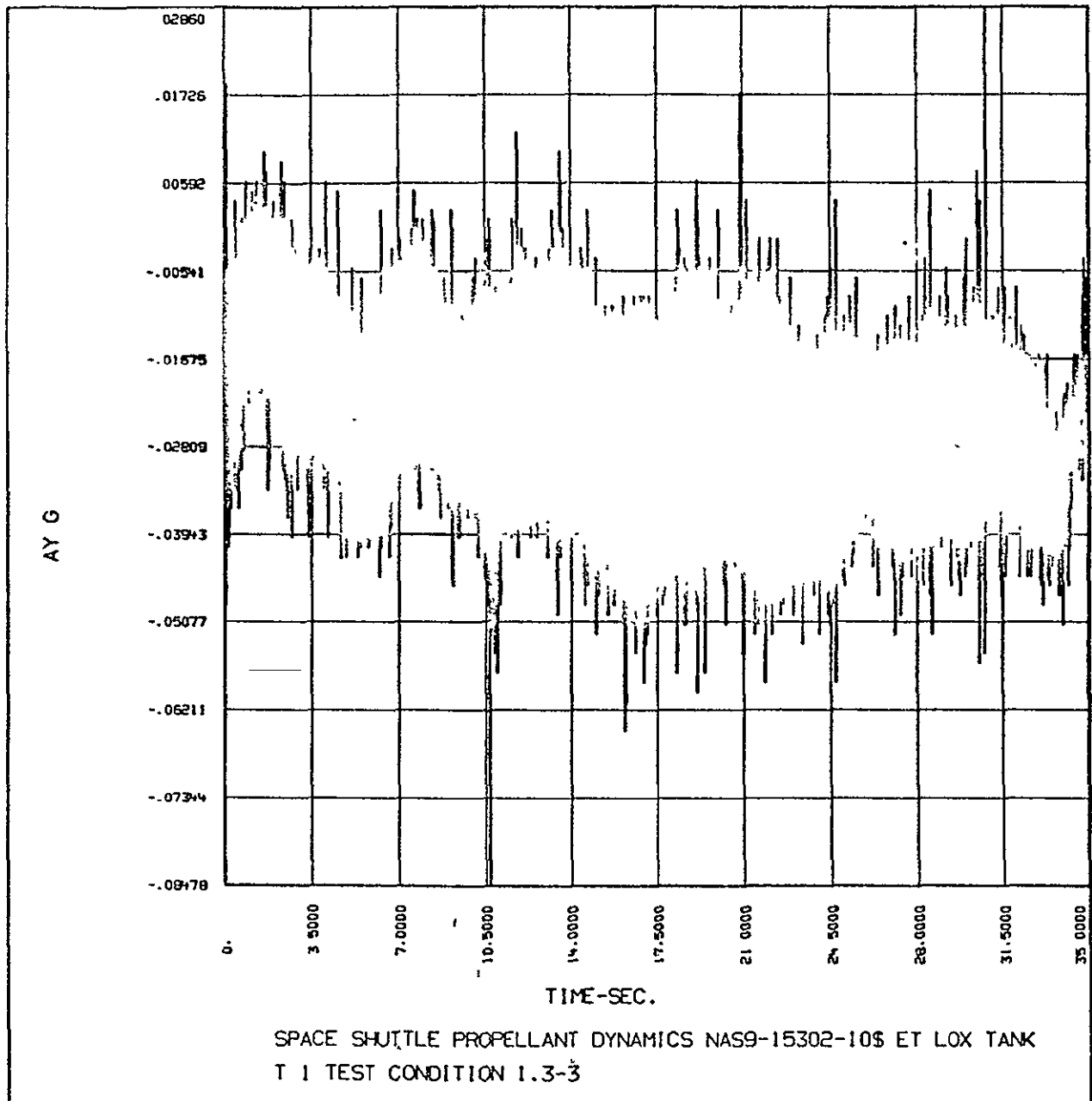
Target Acceleration—0.2 g



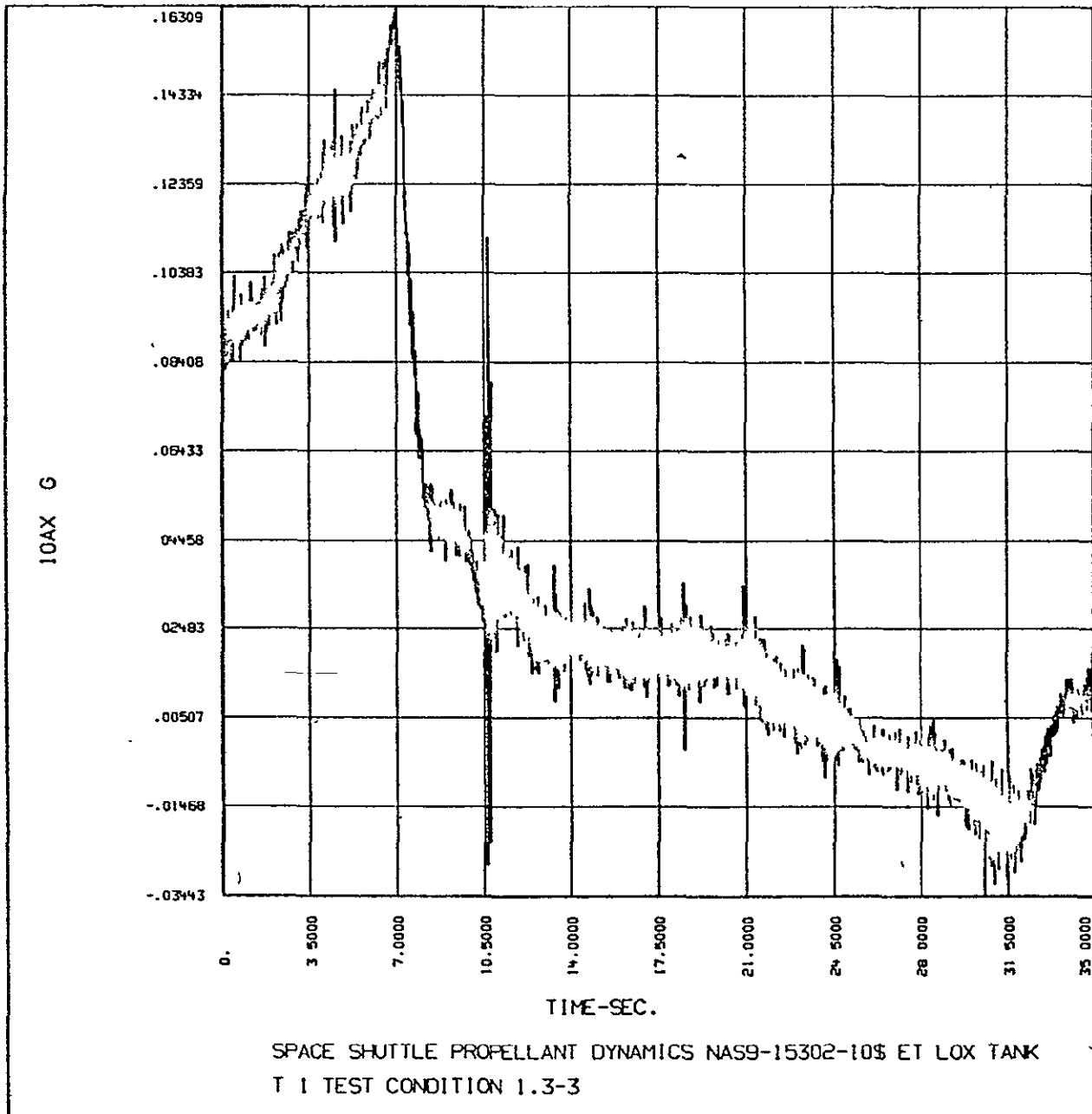


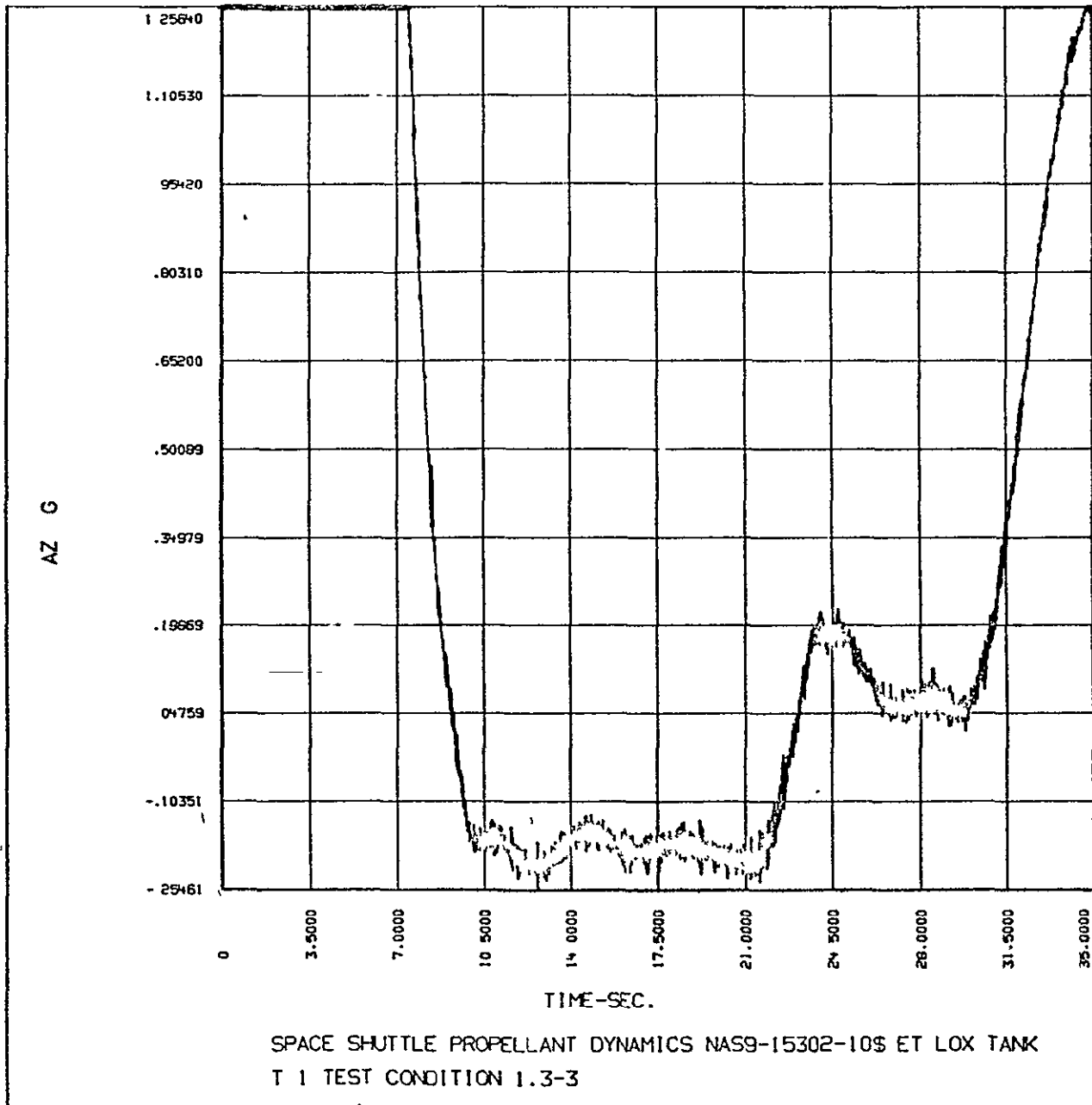
A-45

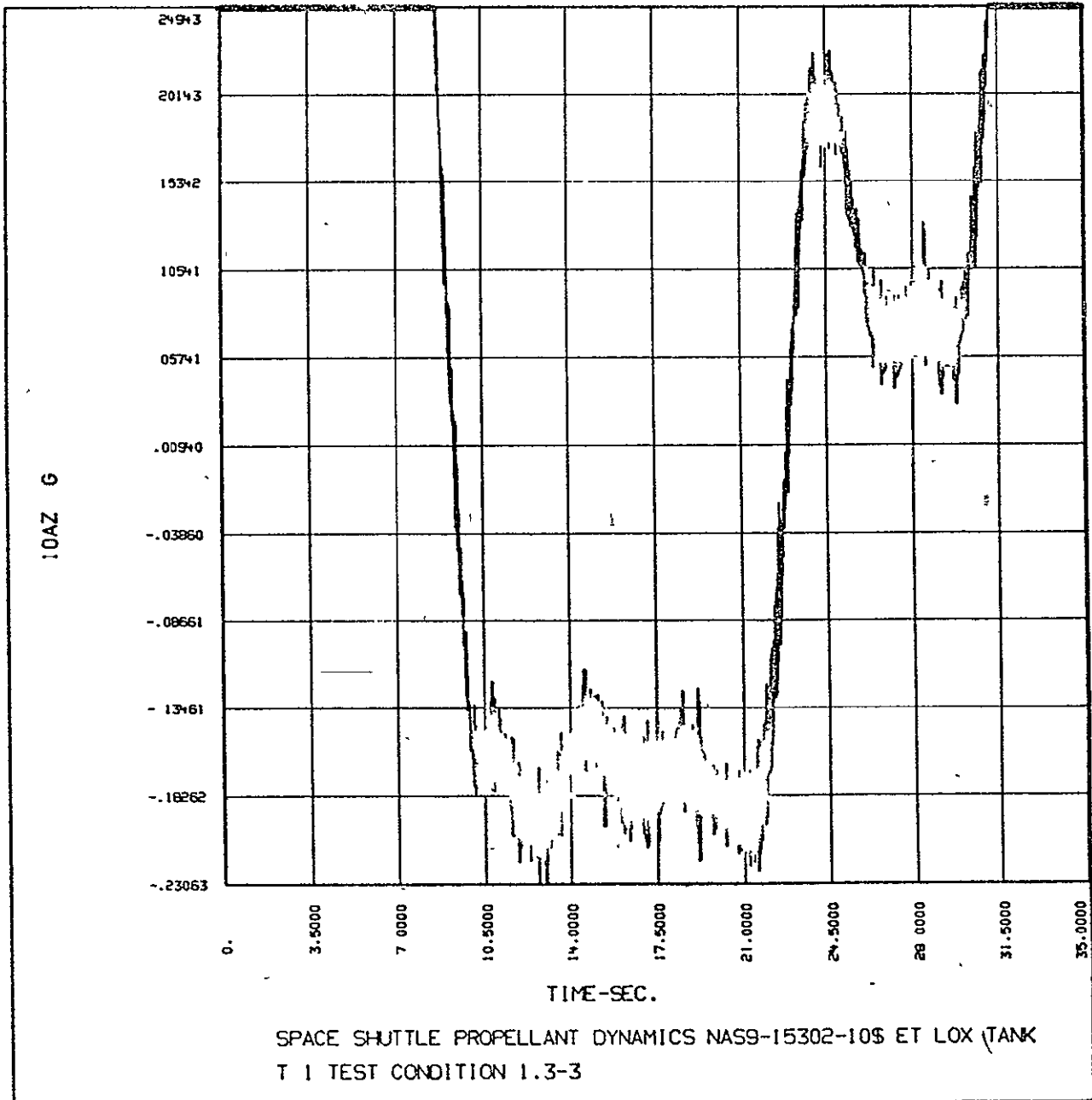


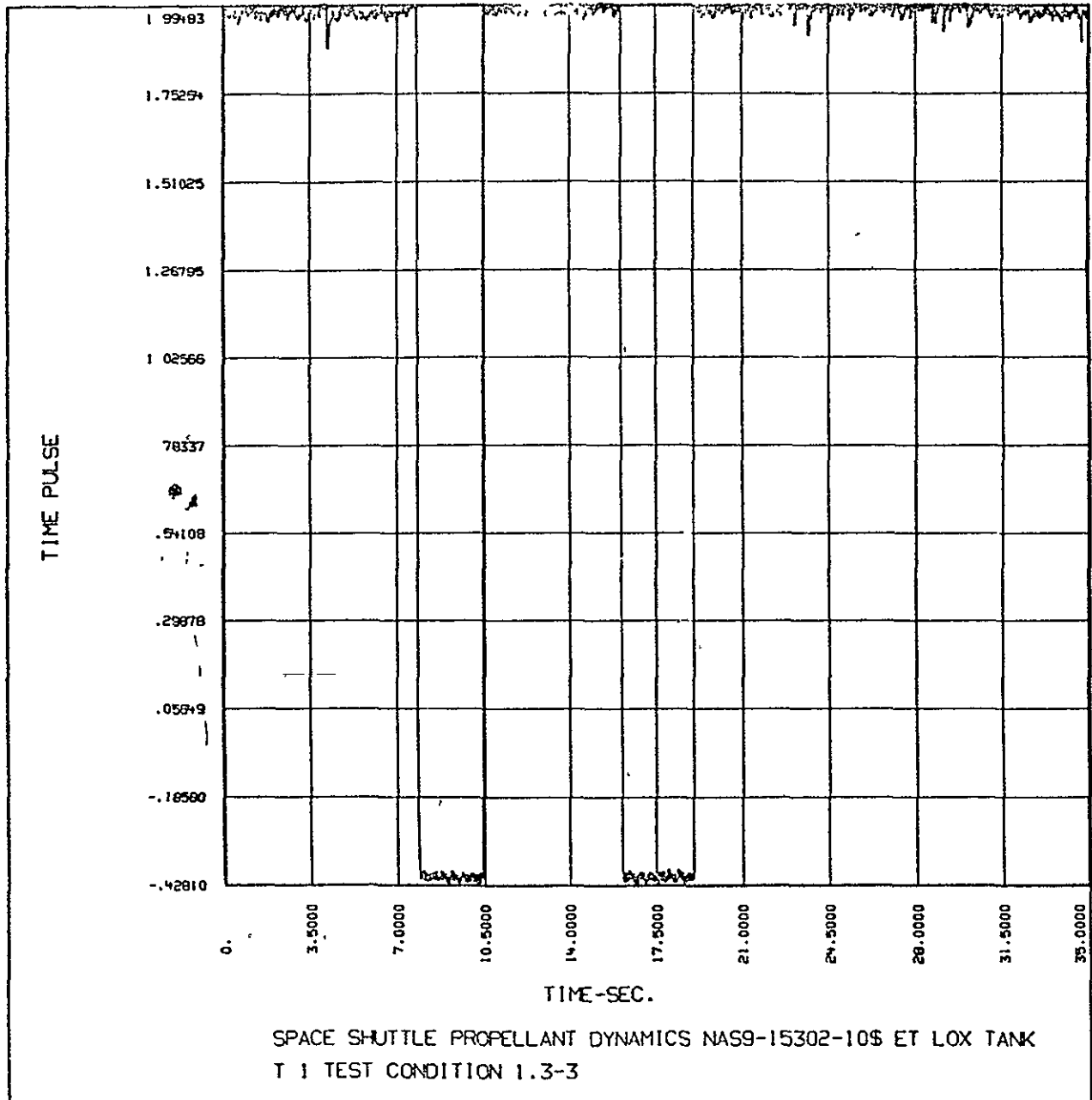


A-47

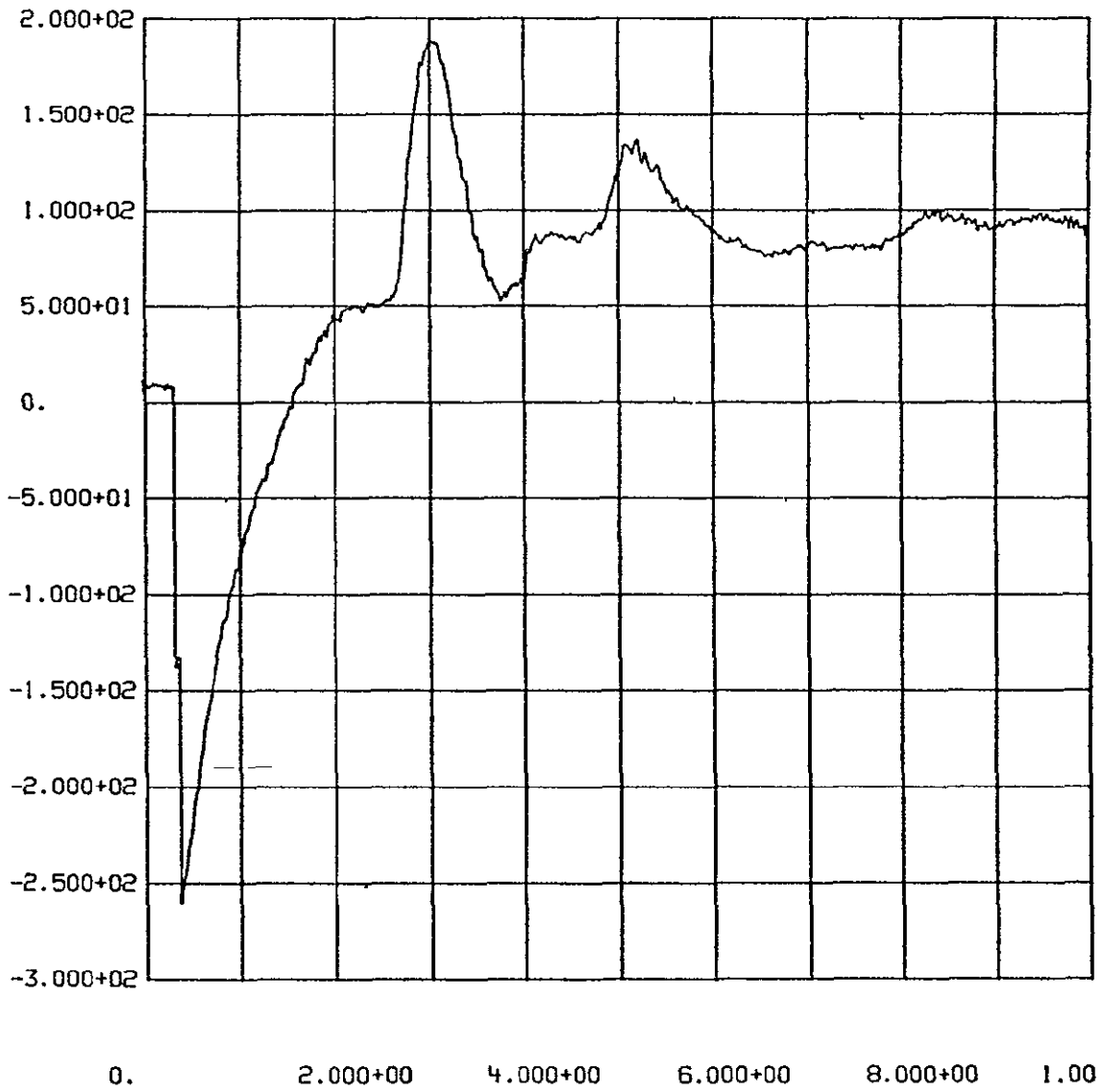








A-51



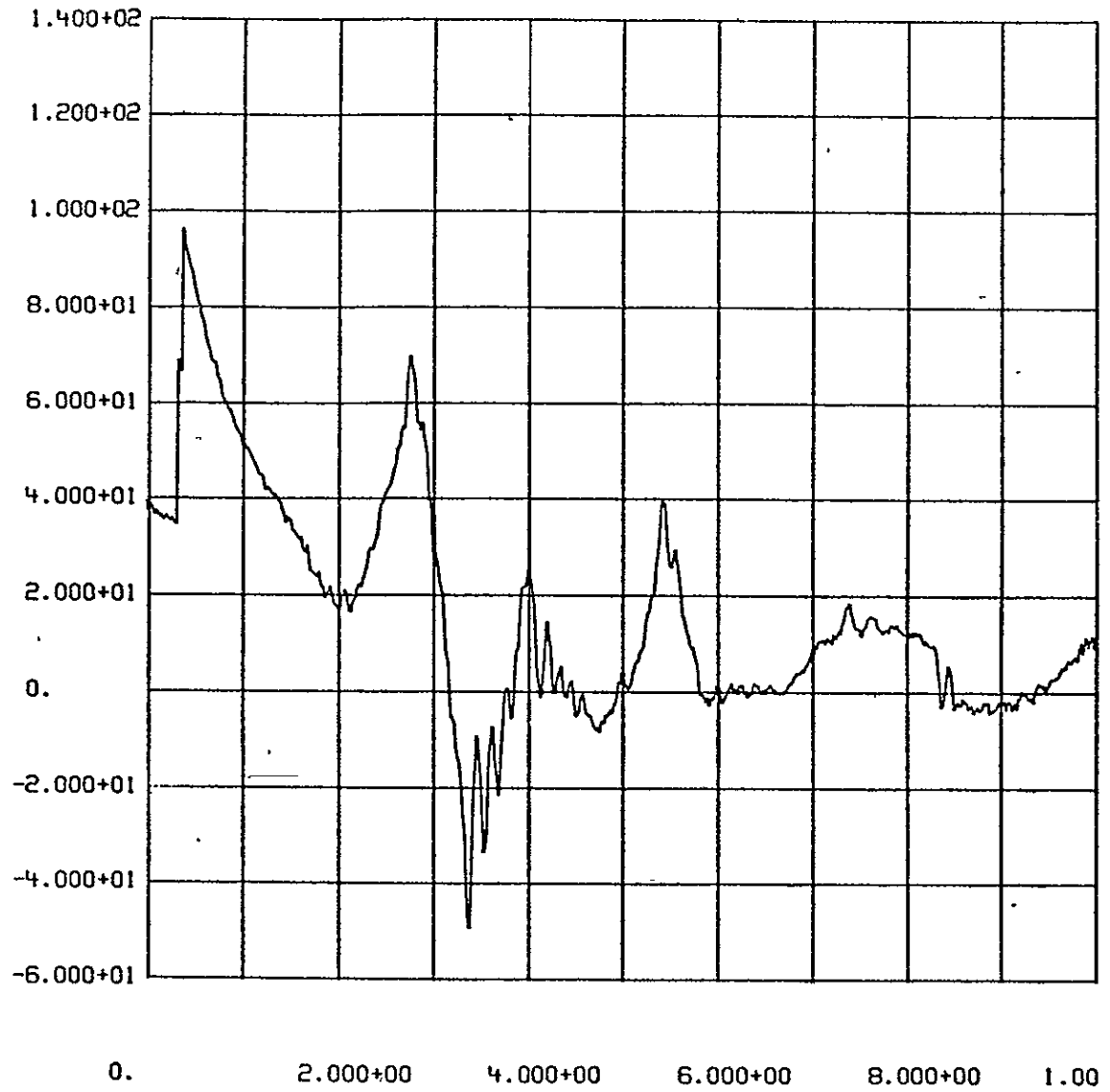
Z-LOAD

VS

TIME

1 FLT 1 08JA79 FLIGHT 1 TEST CONDITION 1.3-3 * UNFLT *

A-52



Y-LOAD

VS

TIME

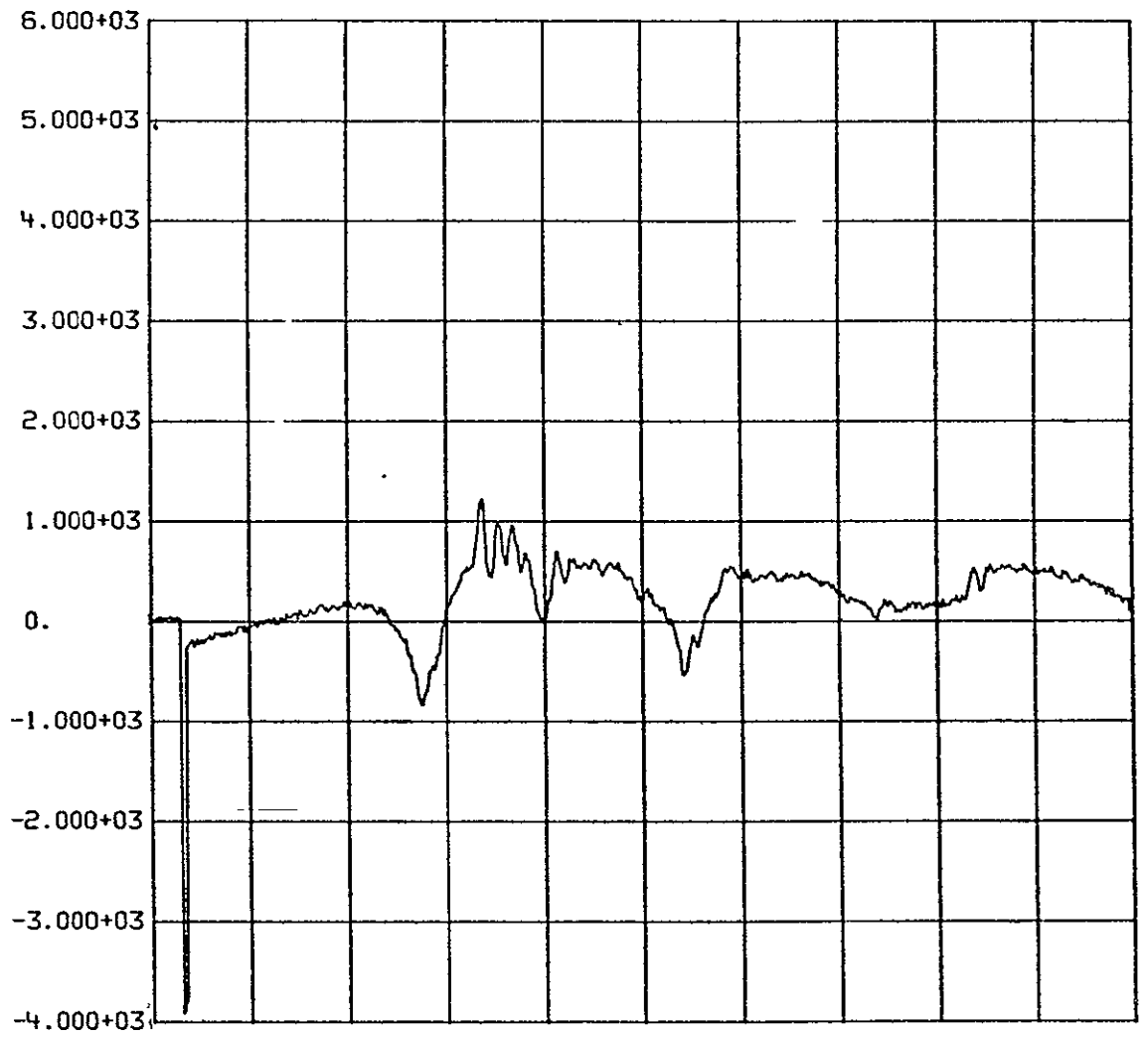
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.3-3 * UNFILT *

A-53



0. 2.000+00 4.000+00 6.000+00 8.000+00 10.000+00

MOMENT

VS

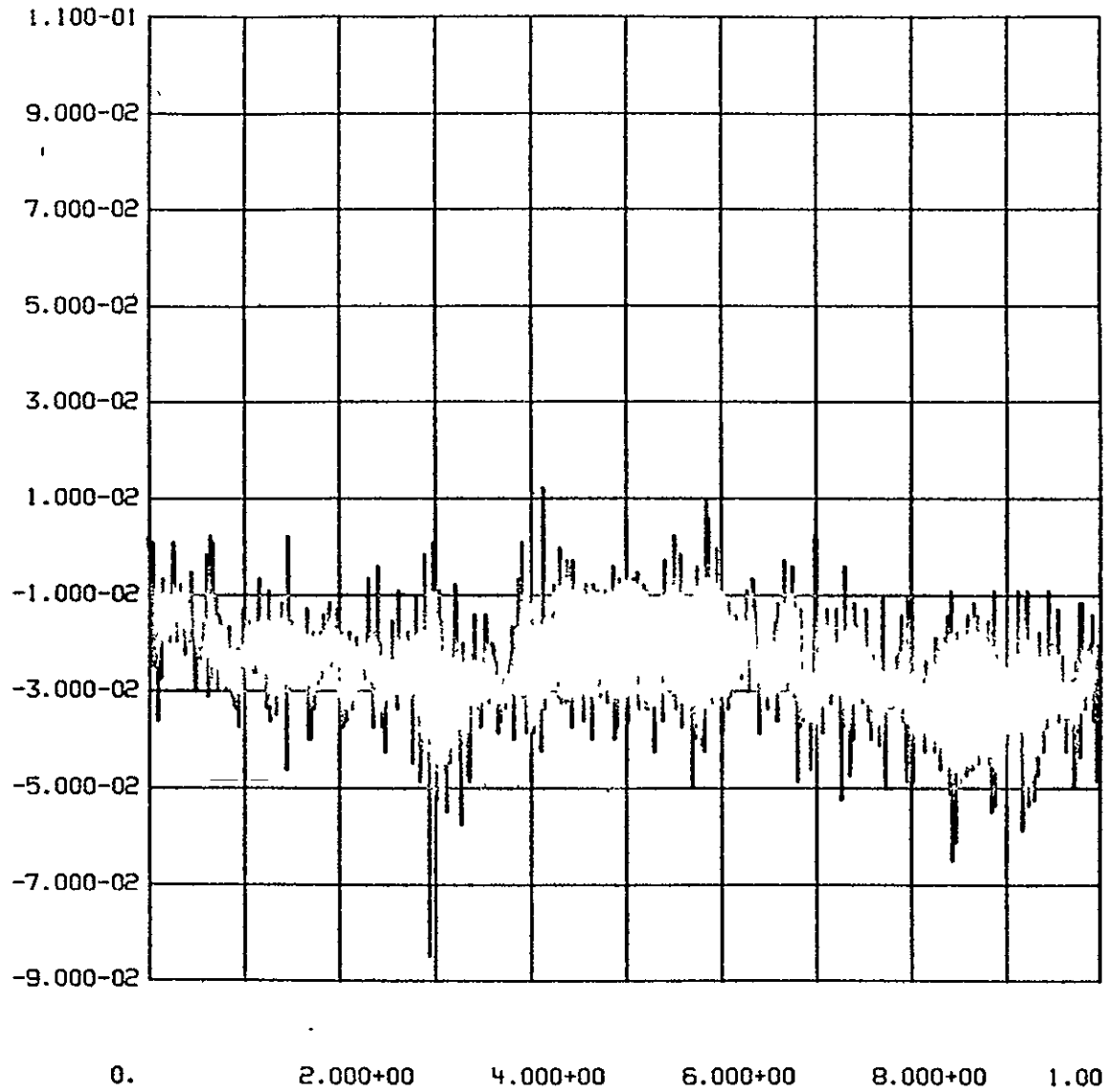
TIME

1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.3-3 * UNFILT *



AC YAC

VS

TIME

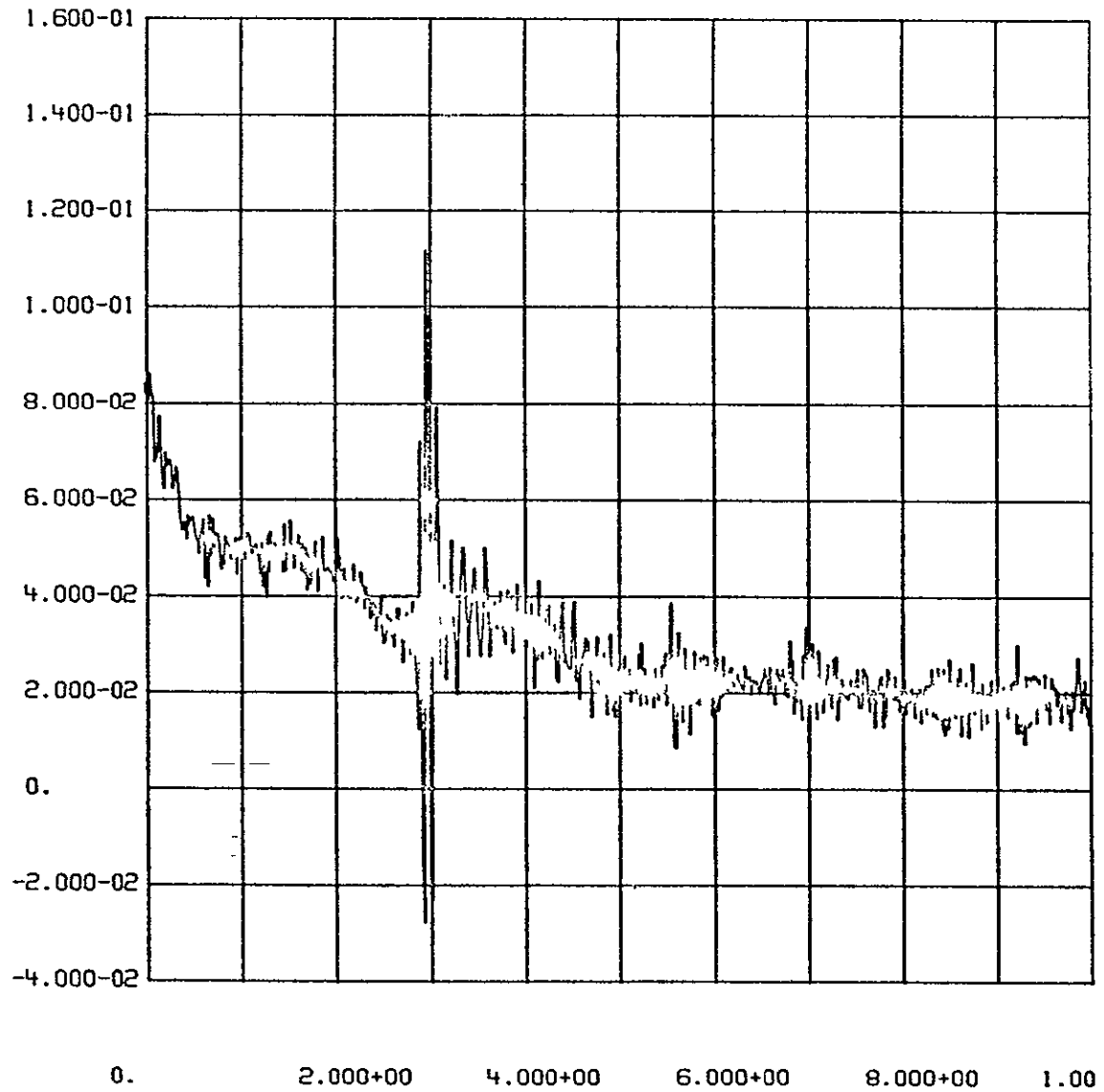
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.3-3 * UNFLT *

A-55



AC XAC

VS

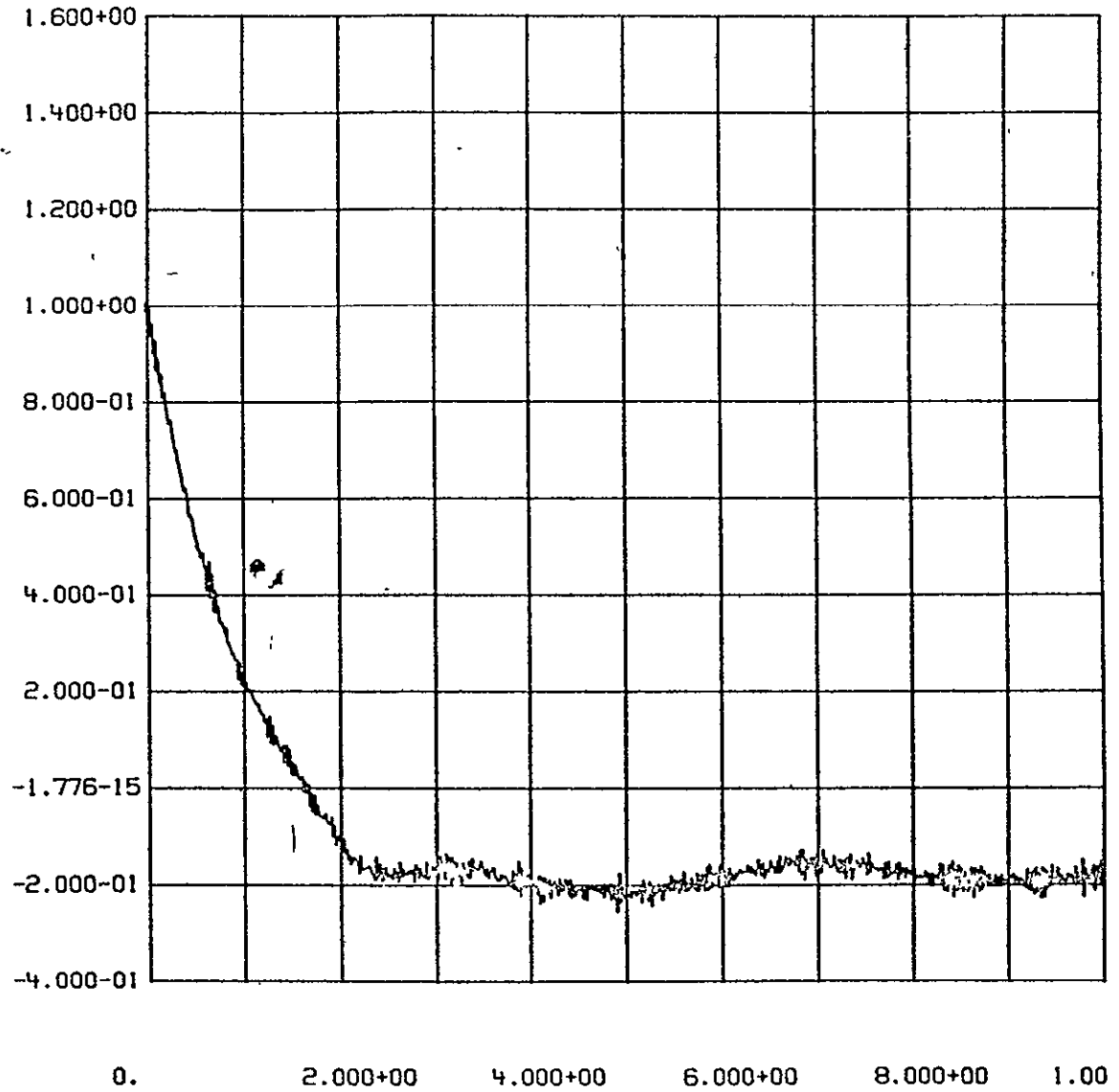
TIME

1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.3-3 * UNFLT *



AC ZAC

VS

TIME

1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.3-3 * UNFILT *

Test Data Condition 1.4-1

No Baffles

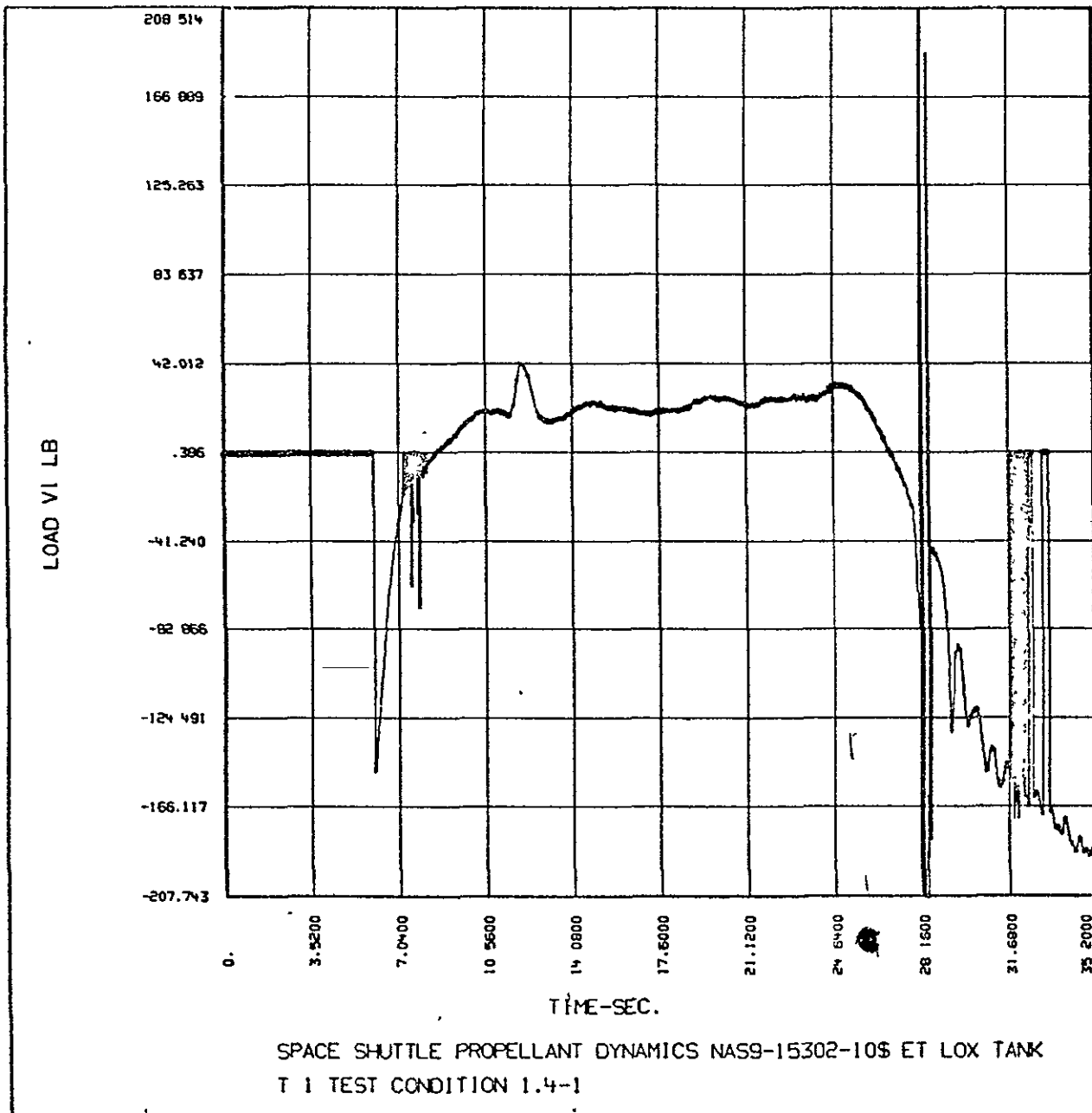
Test Fluid — FC 113

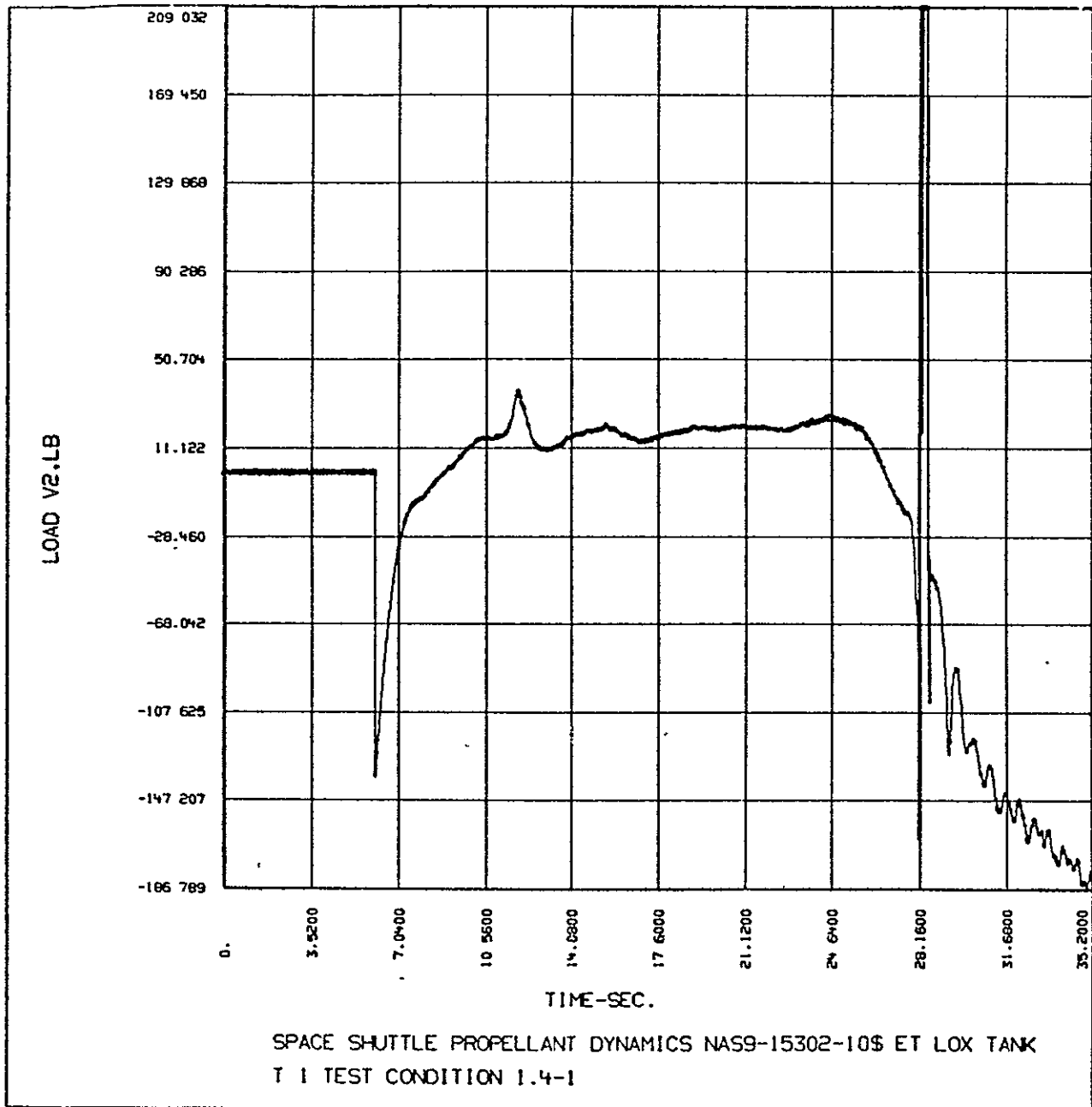
Orientation — 13°

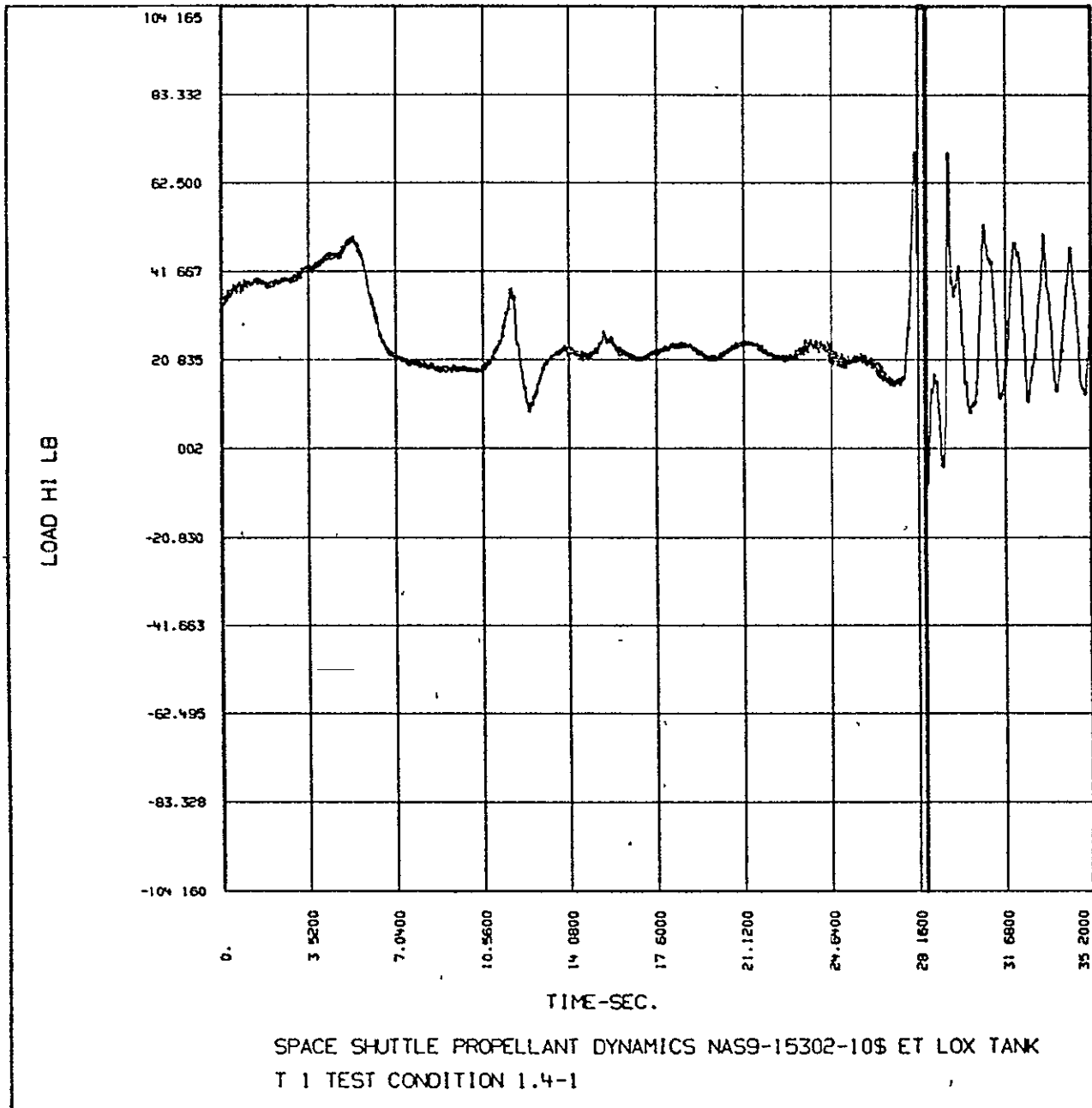
Fill Volume — 5%

Target Acceleration—0.1 g

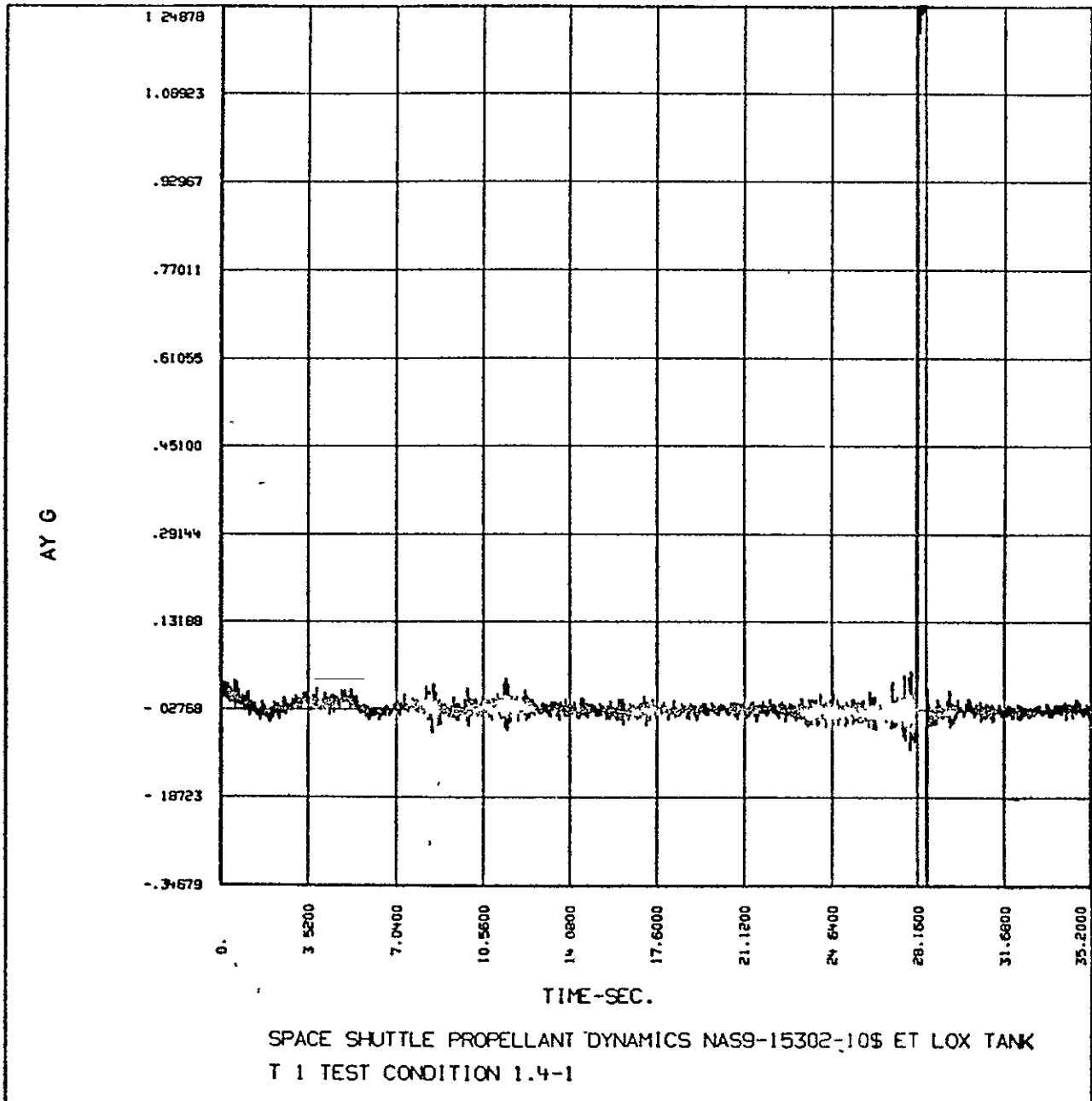
A-57

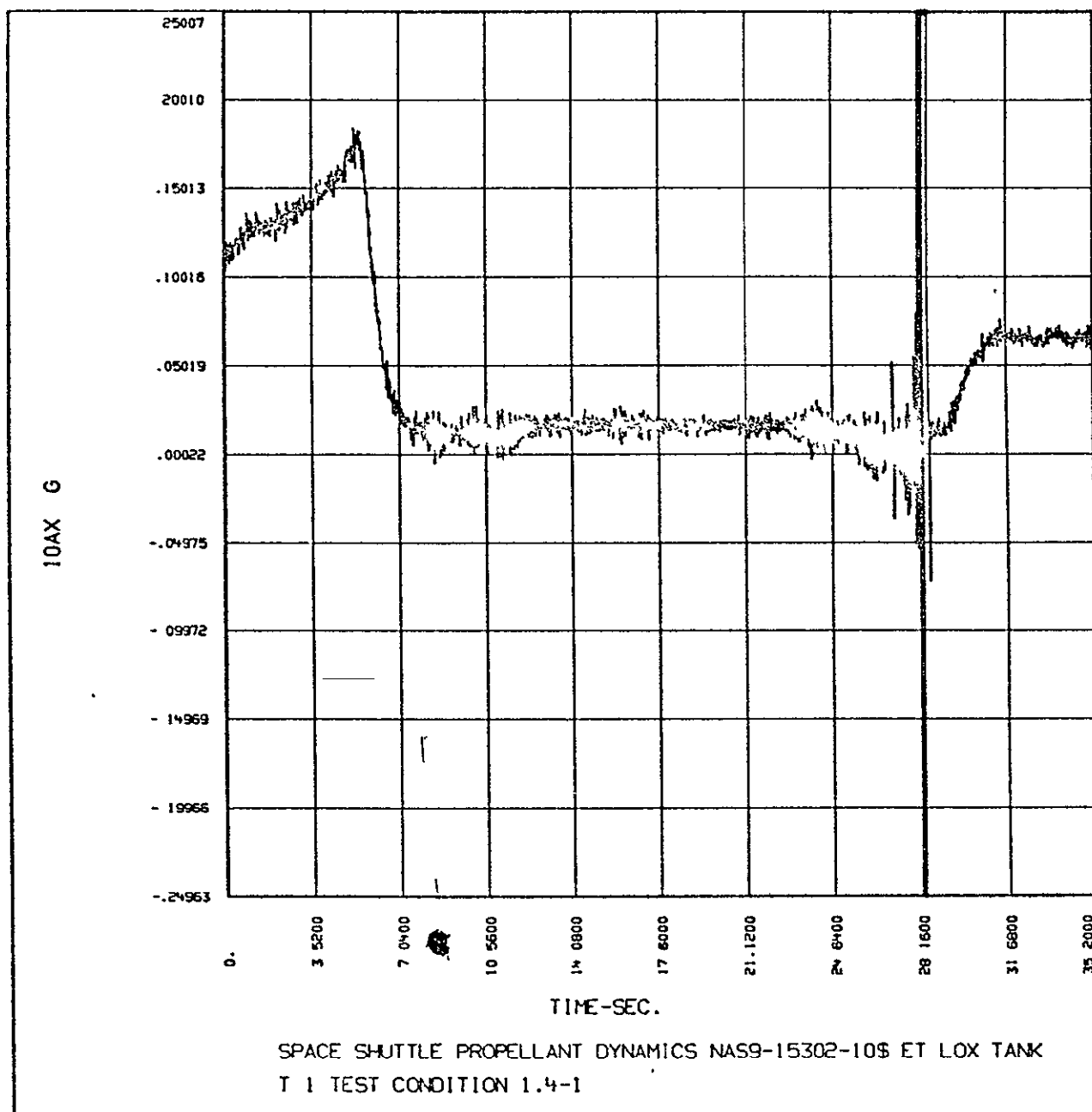




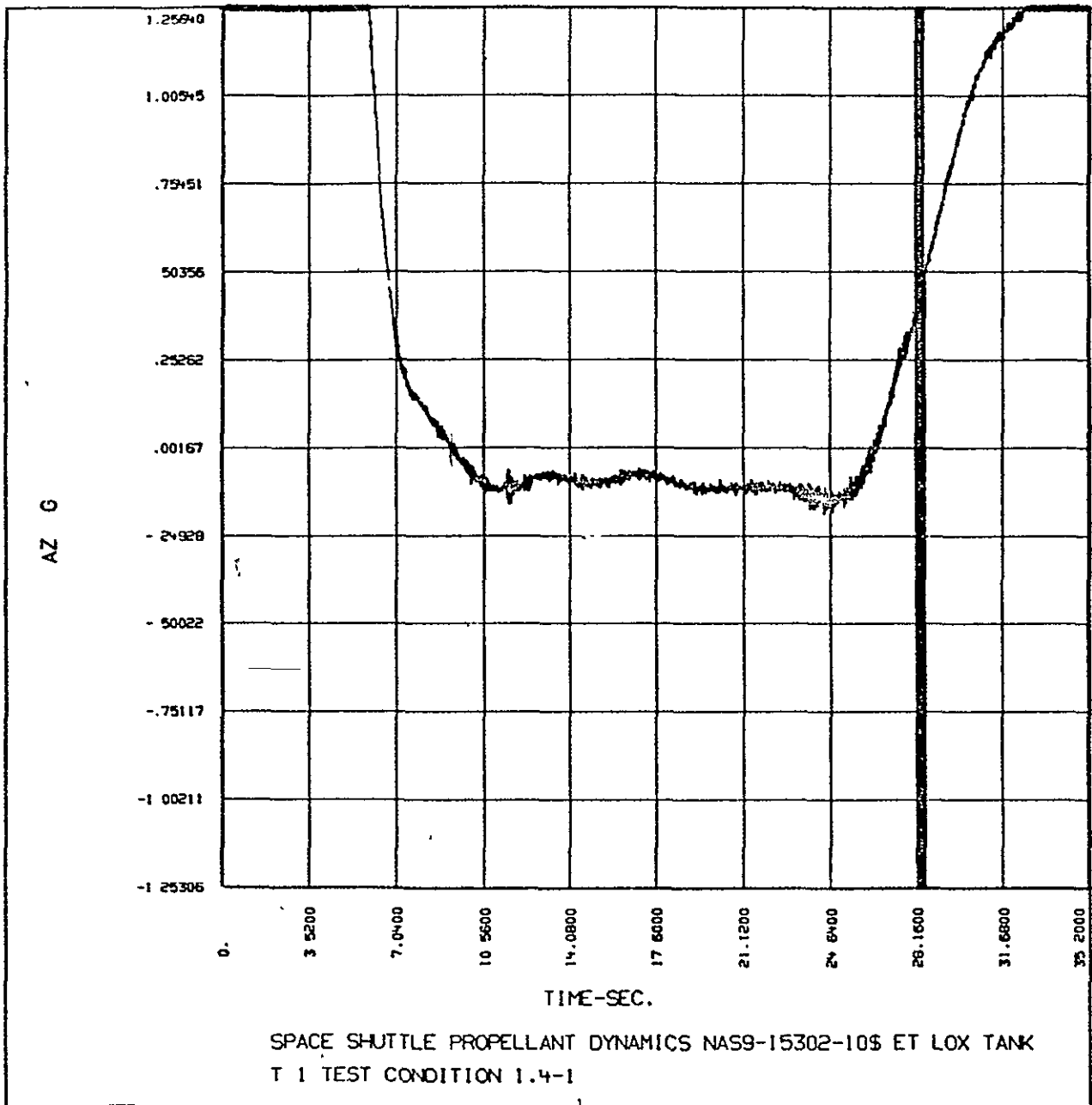


A-60

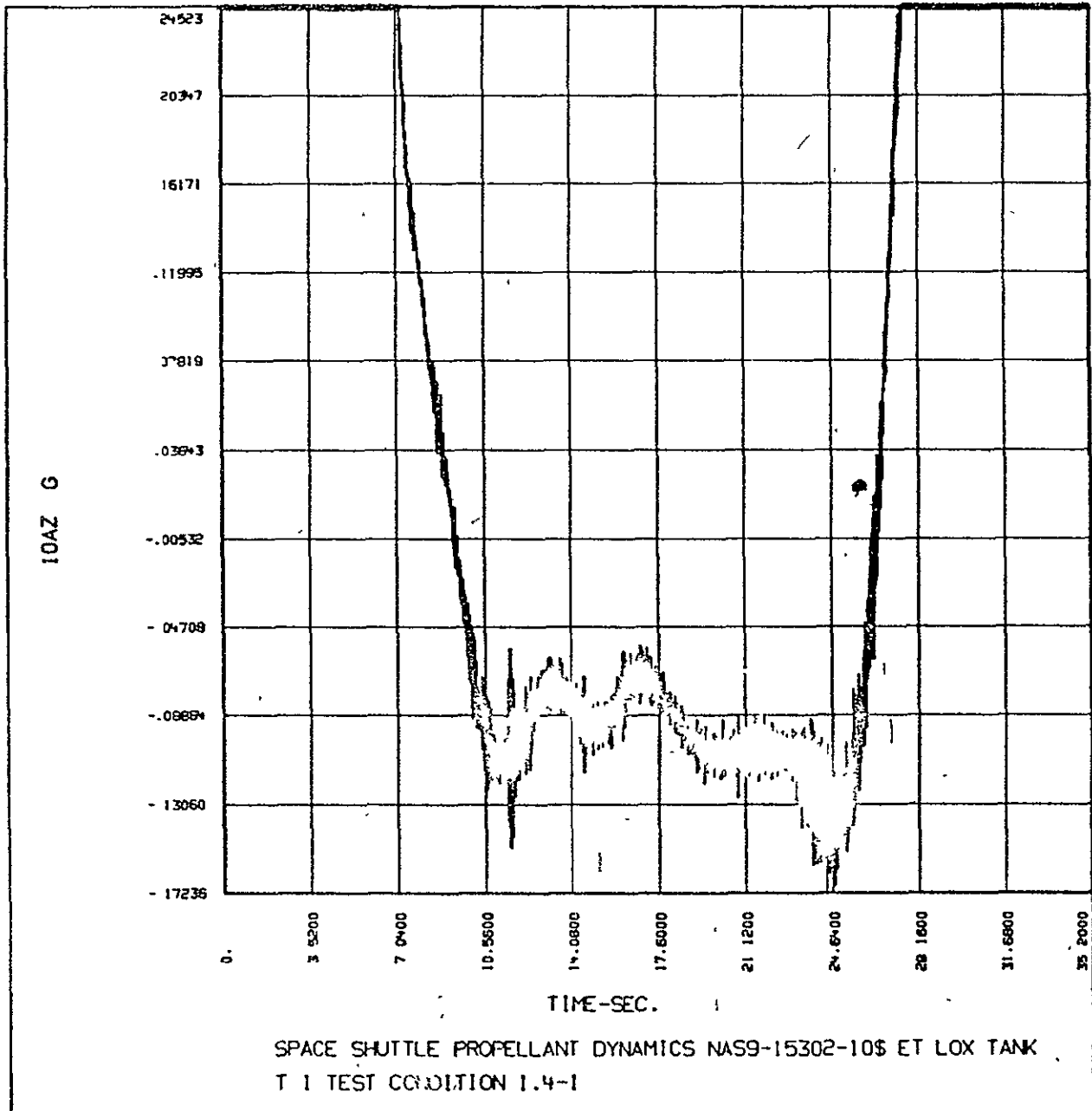


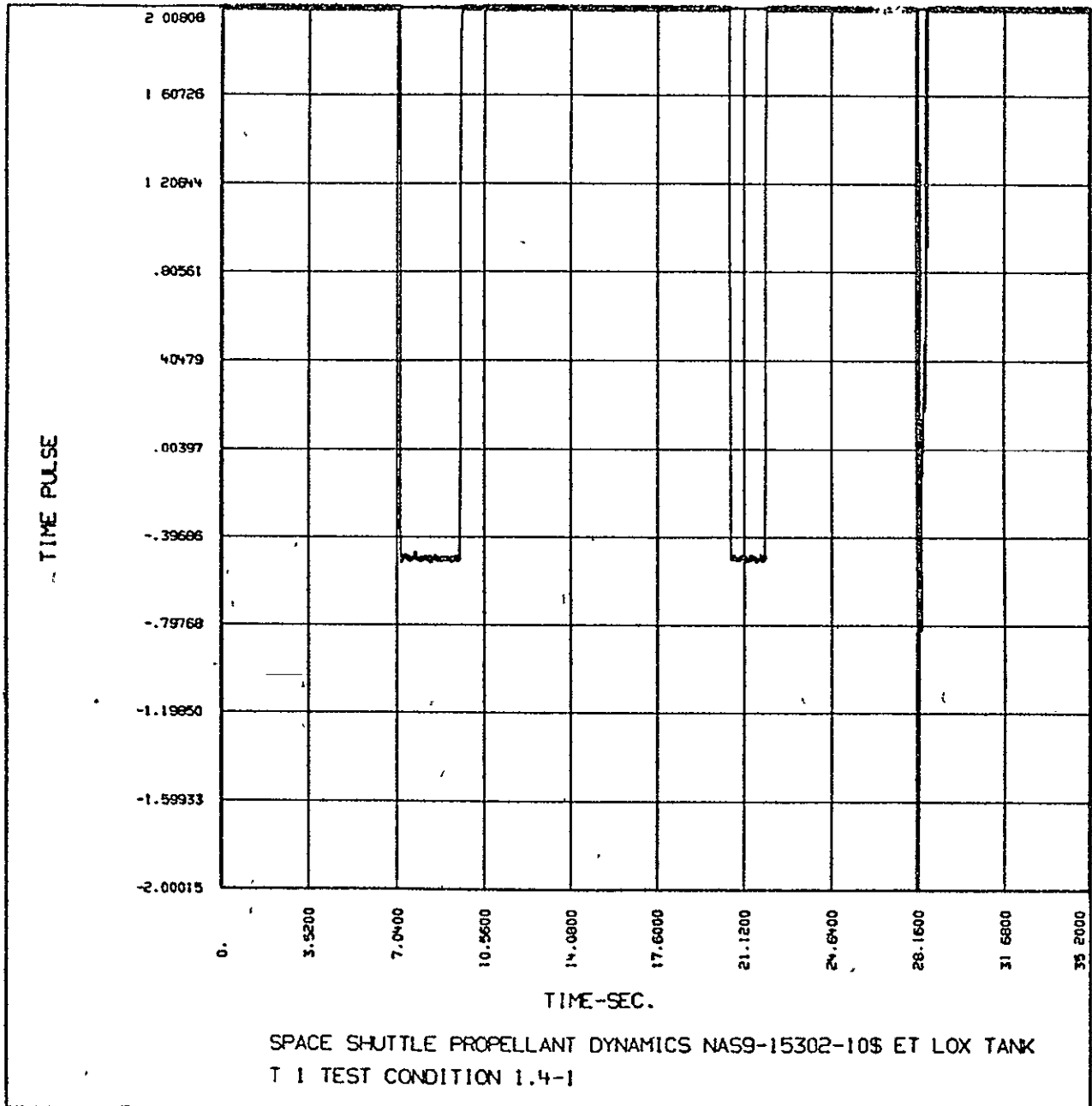


A-62

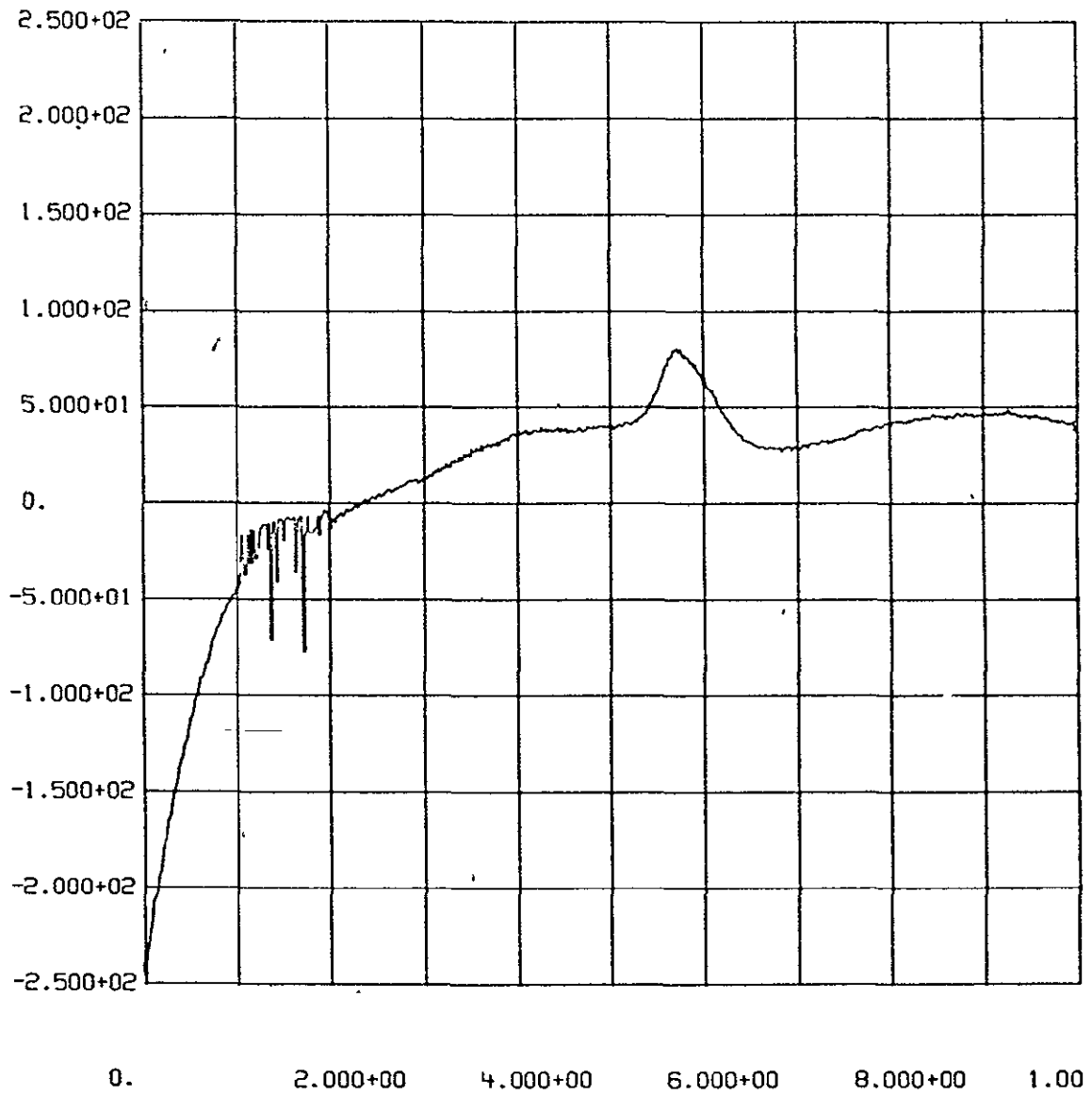


A-63





A-65



Z-LOAD

VS

TIME

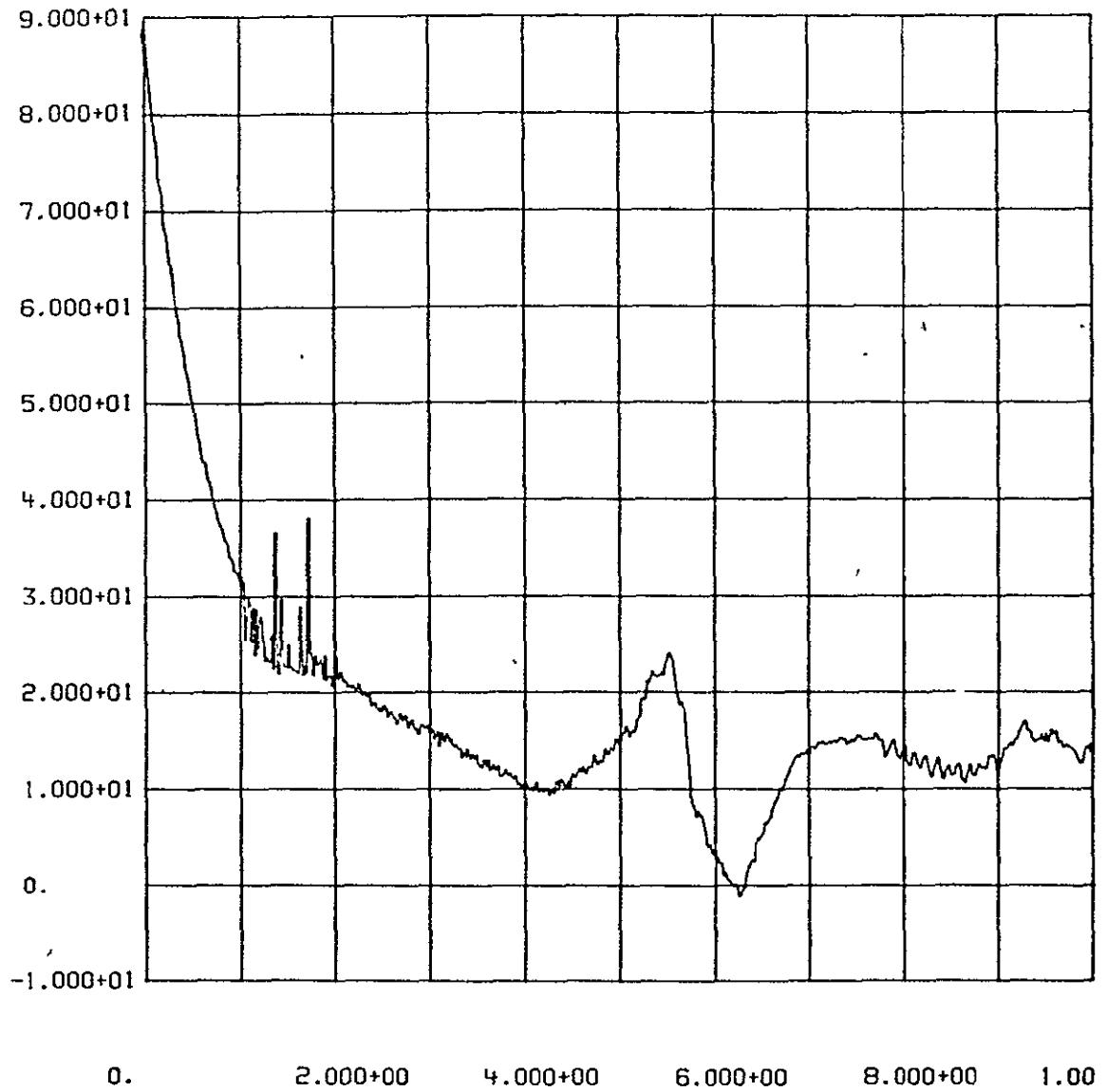
1

FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.4-1 *UNFILT*

A-66



Y-LOAD

VS

TIME

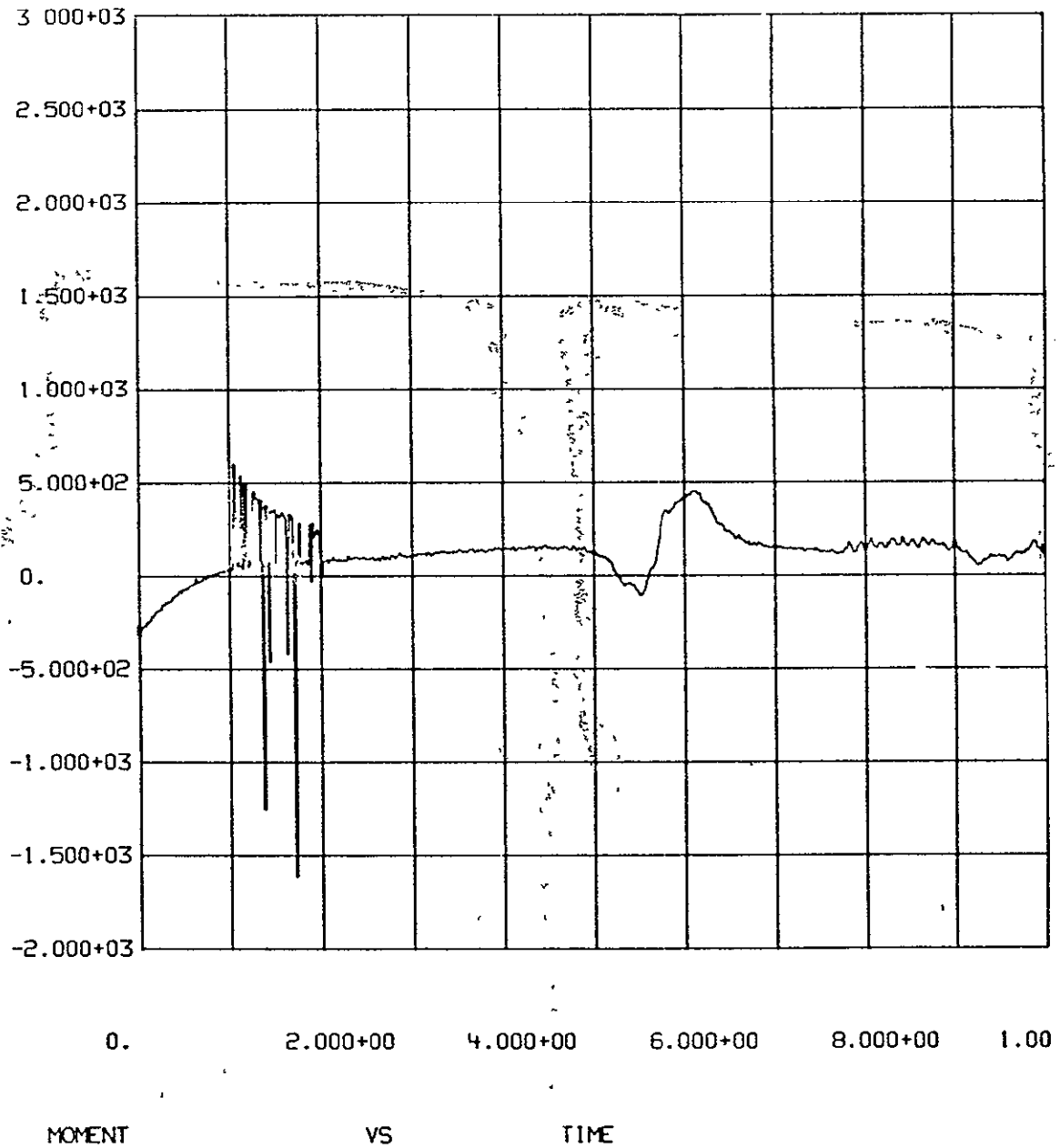
1

FLT 1

27AP79

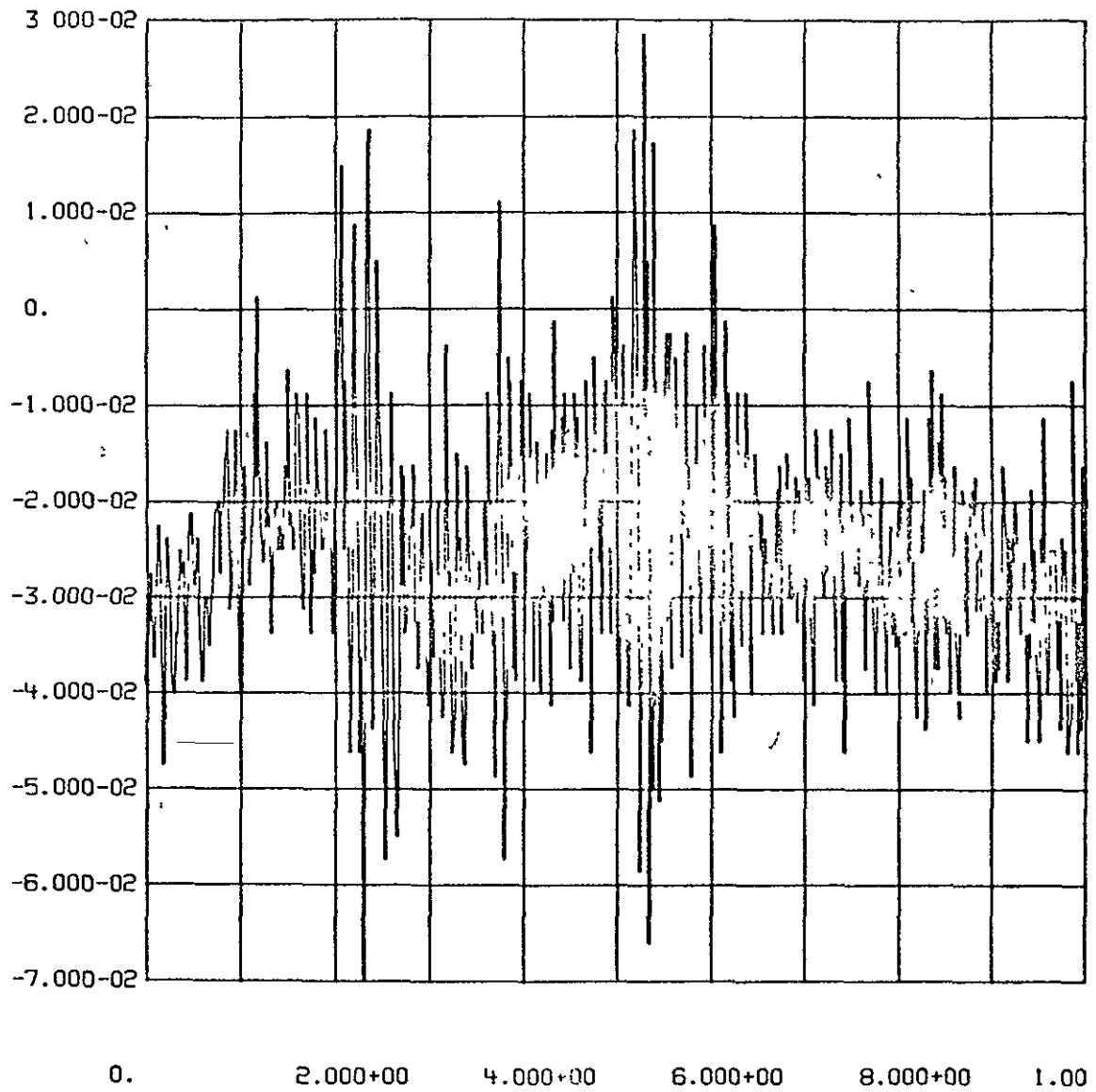
FLIGHT 1 TEST CONDITION 1.4-1 *UNFILT*

A-67



1 FLT 1 27AP79 FLIGHT 1 TEST CONDITION 1.4-1 *UNFILT*

A-68



AC YAC

VS

TIME

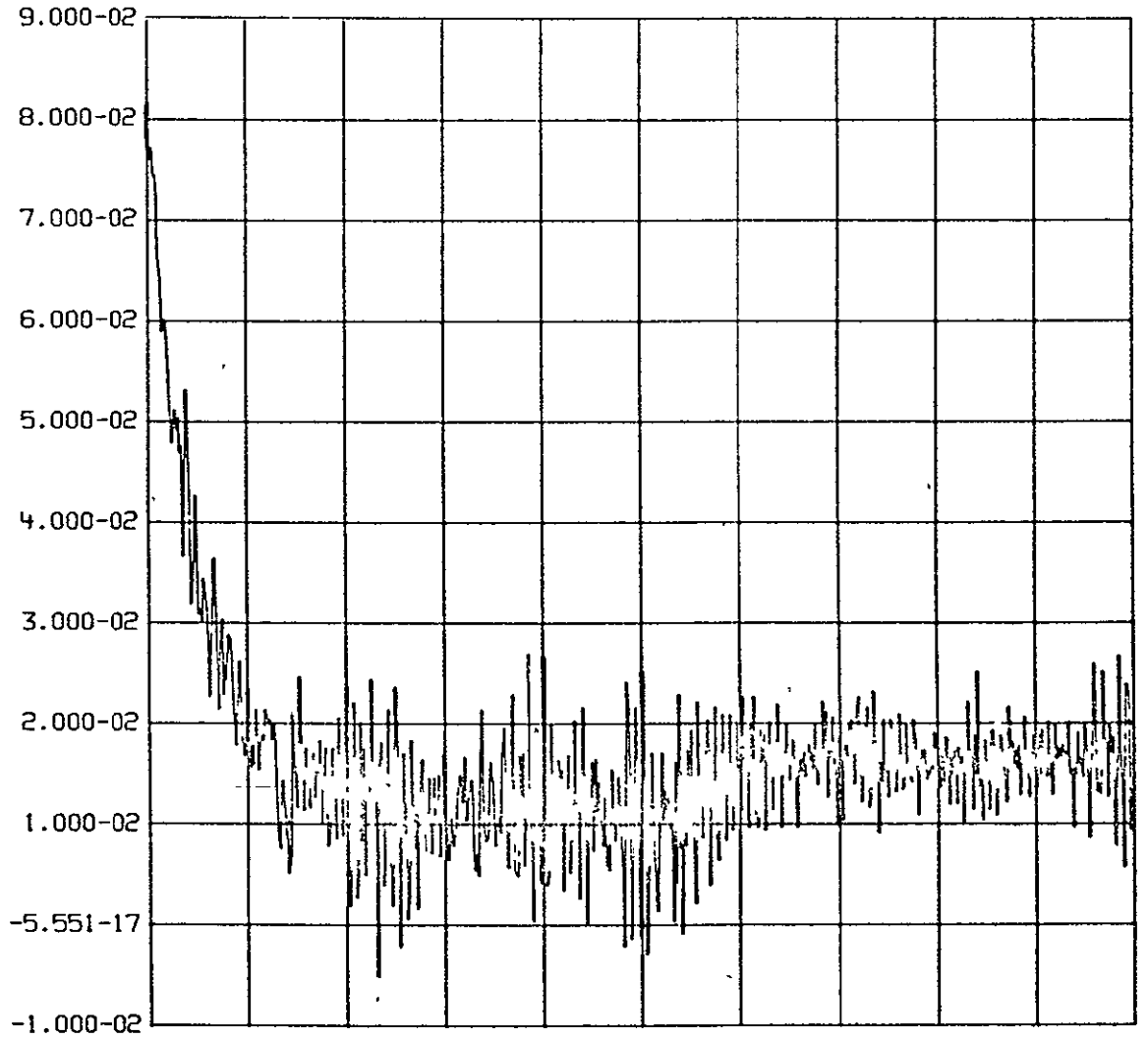
1

FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.4-1 *UNFLT*

A-69

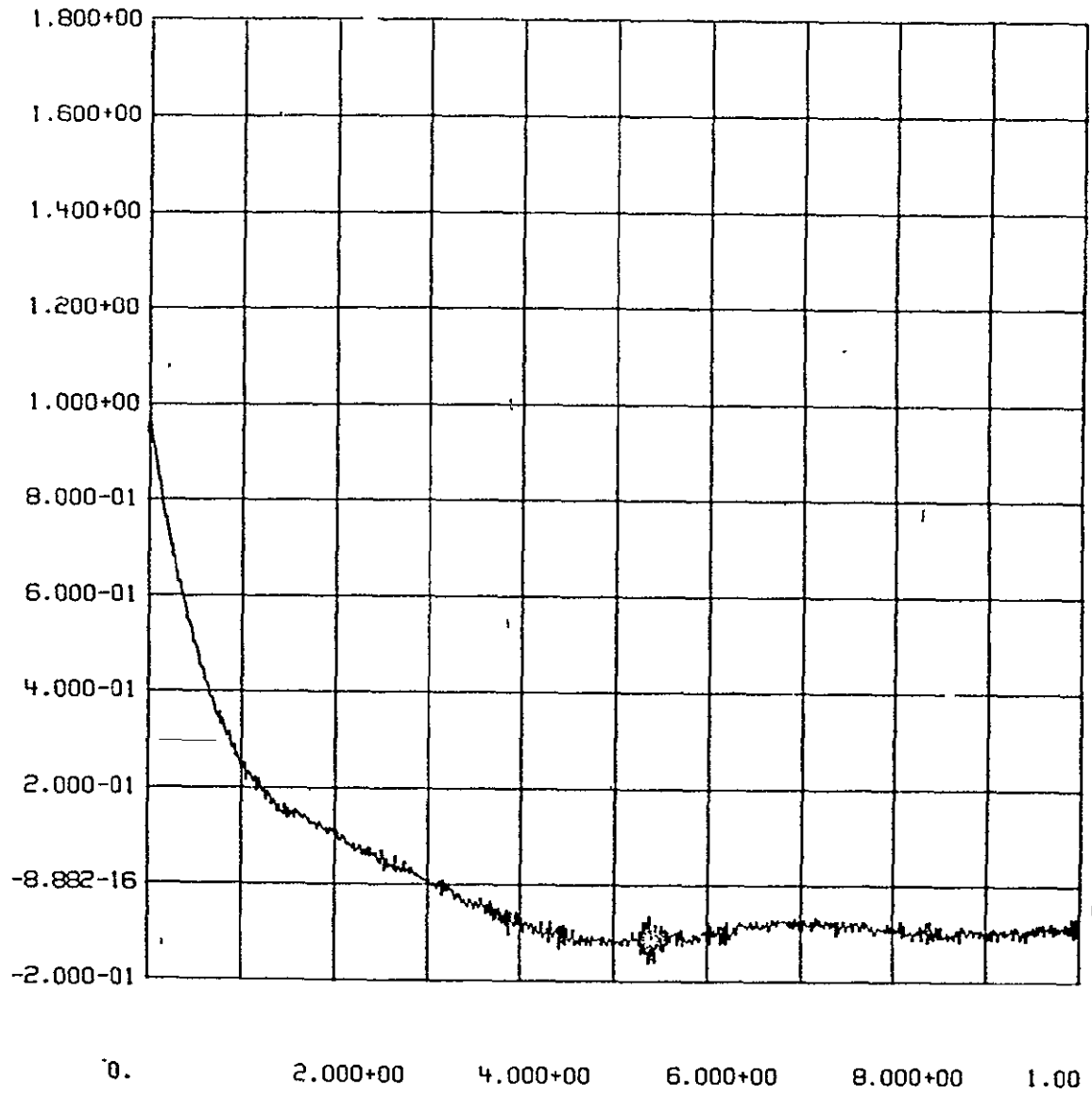


0. 2.000+00 4.000+00 6.000+00 8.000+00 10.000+00

AC XAC , VS TIME

1 FLT 1 27AP79 FLIGHT 1 TEST CONDITION 1.4-1 *UNFLT*

A-70



AC ZAC

VS

TIME

1

FLT 1

27AP79

FLIGHT 1 TEST CONDITION 1.4-1 *UNFILT*

Test Data Condition 1.5-3

No Baffles

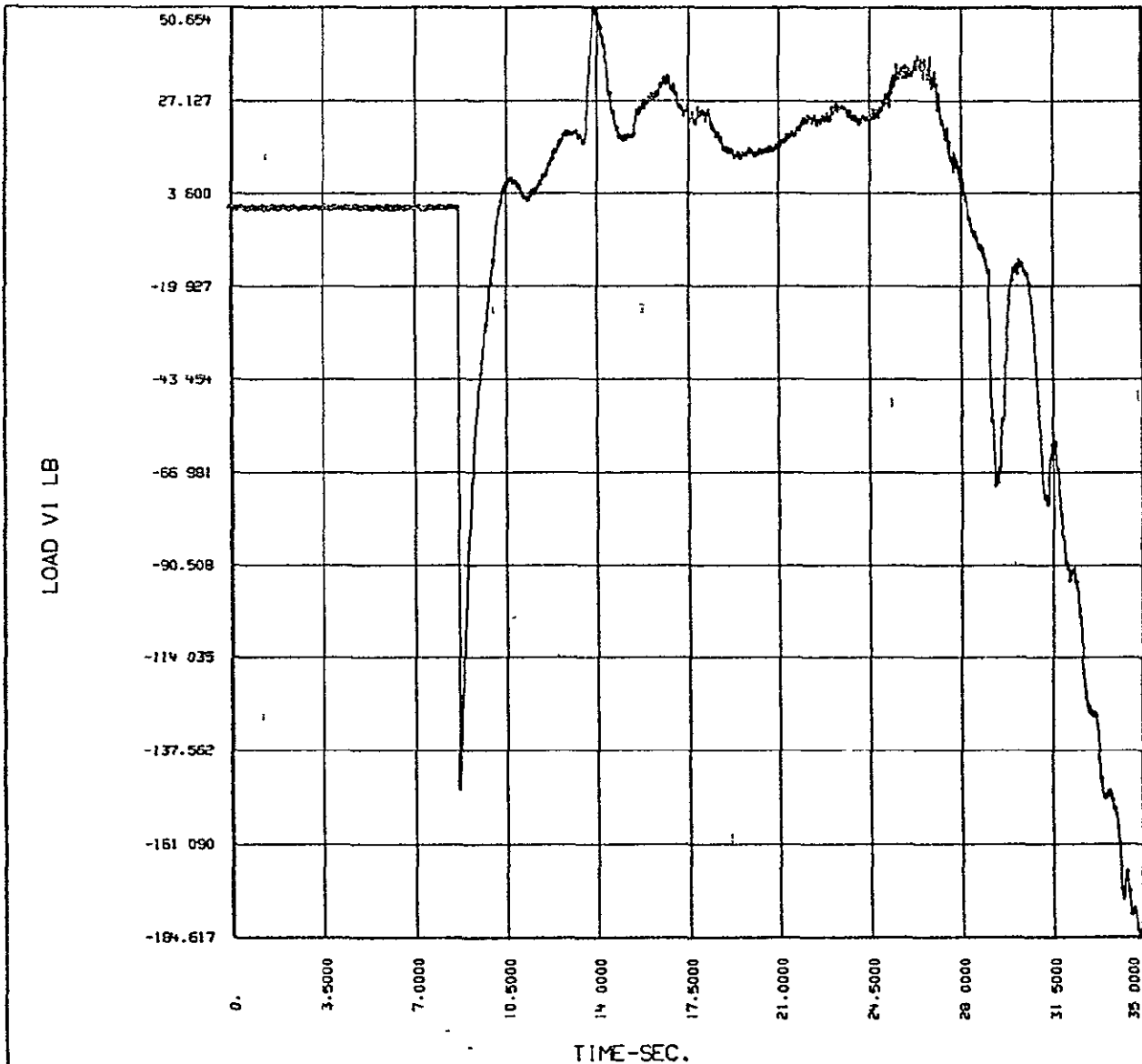
Test Fluid — FC 113

Orientation — 13°

Fill Volume — 10%

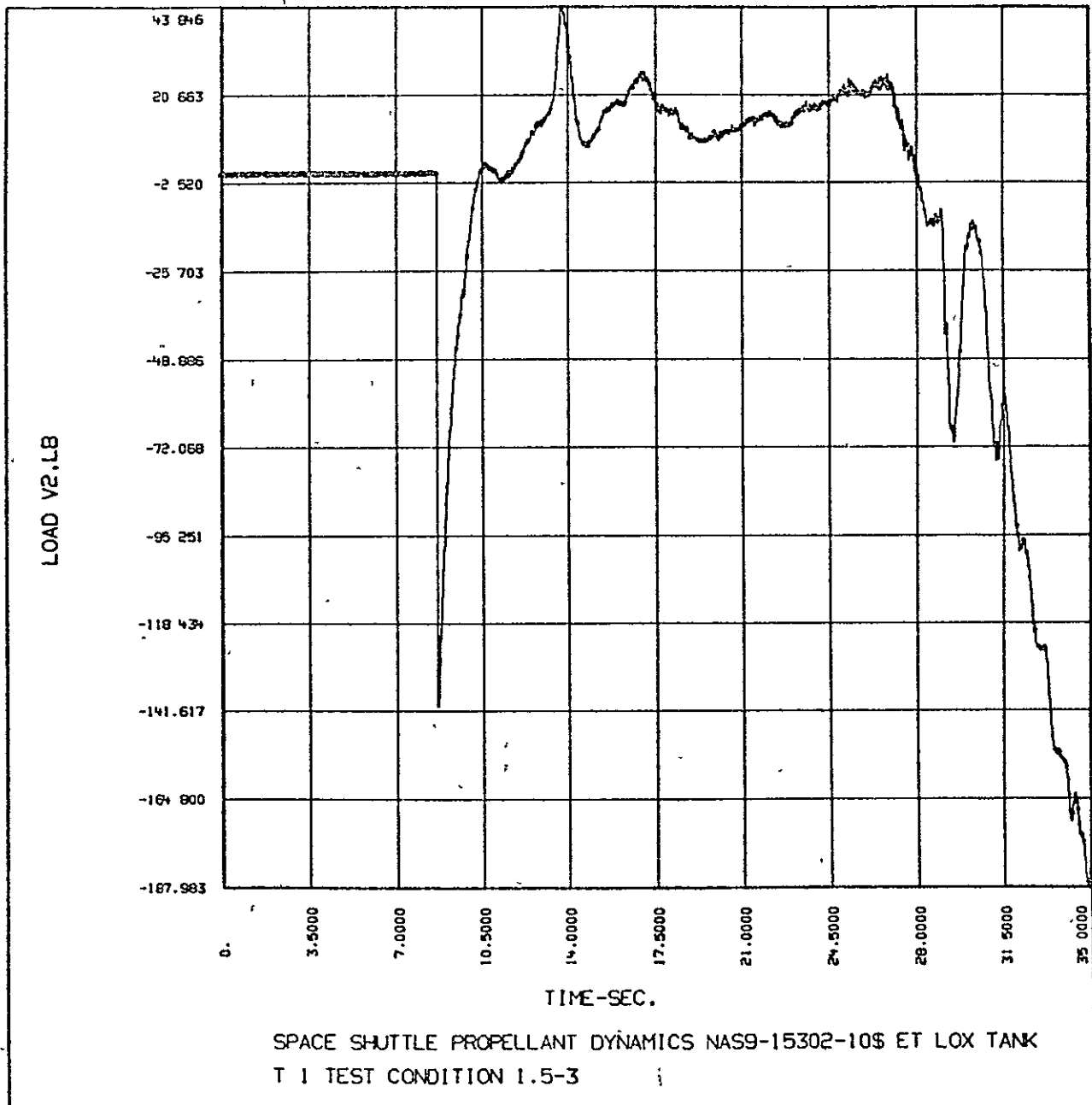
Target Acceleration—0.1 g

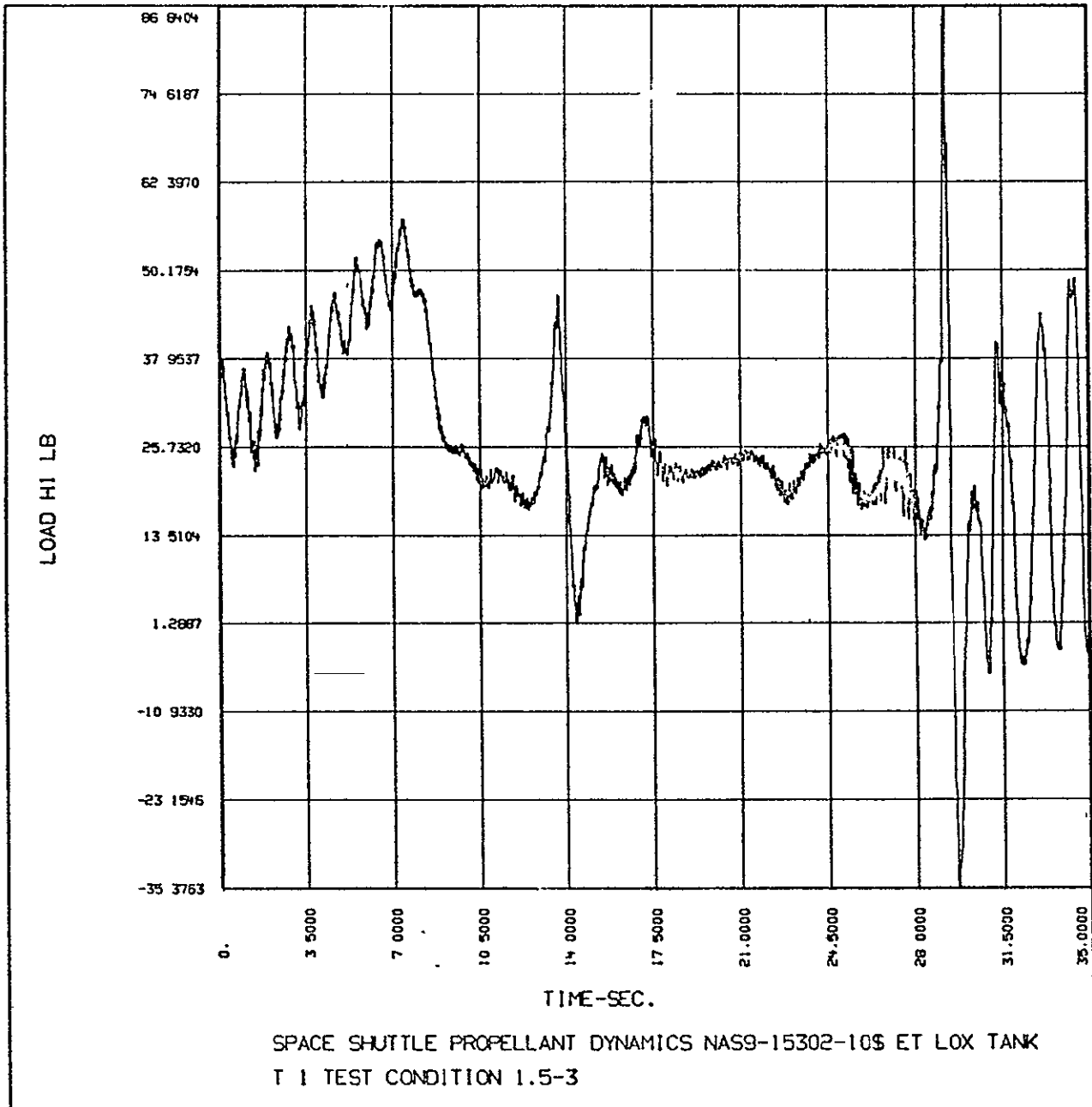
A-71

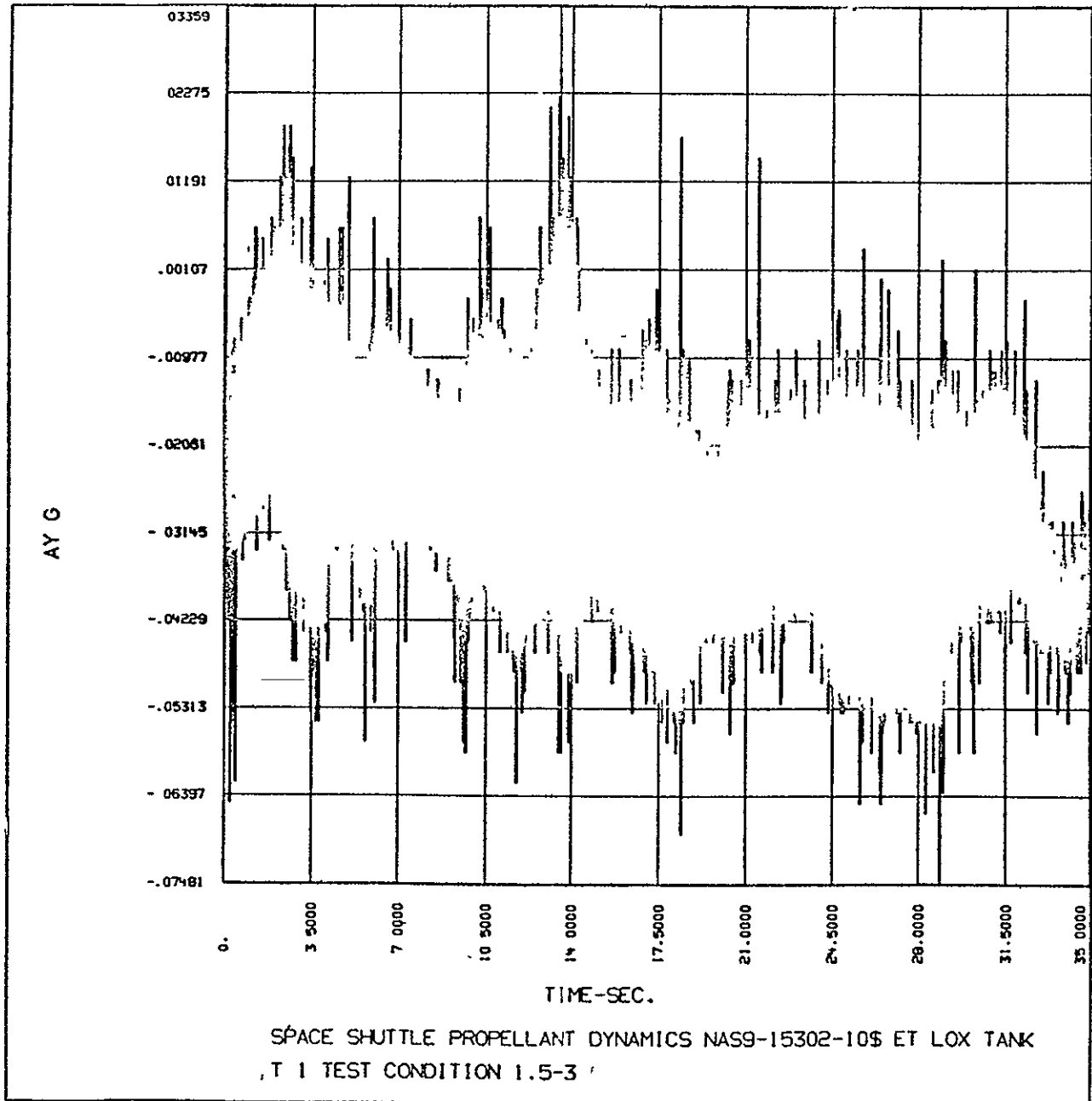


SPACE SHUTTLE PROPELLANT DYNAMICS NAS9-15302-10\$ ET LOX TANK
T 1 TEST CONDITION 1.5-3

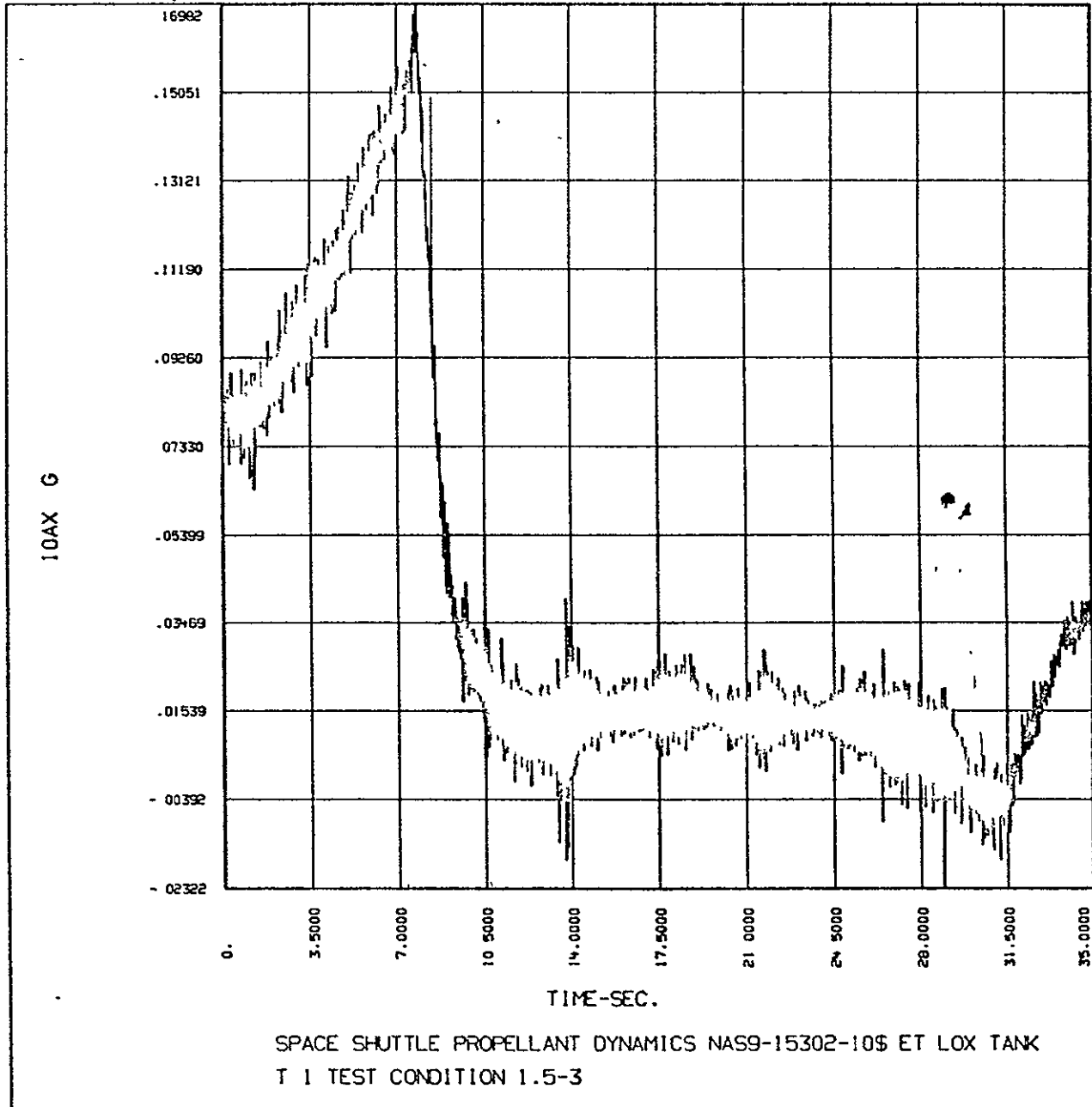
A-72



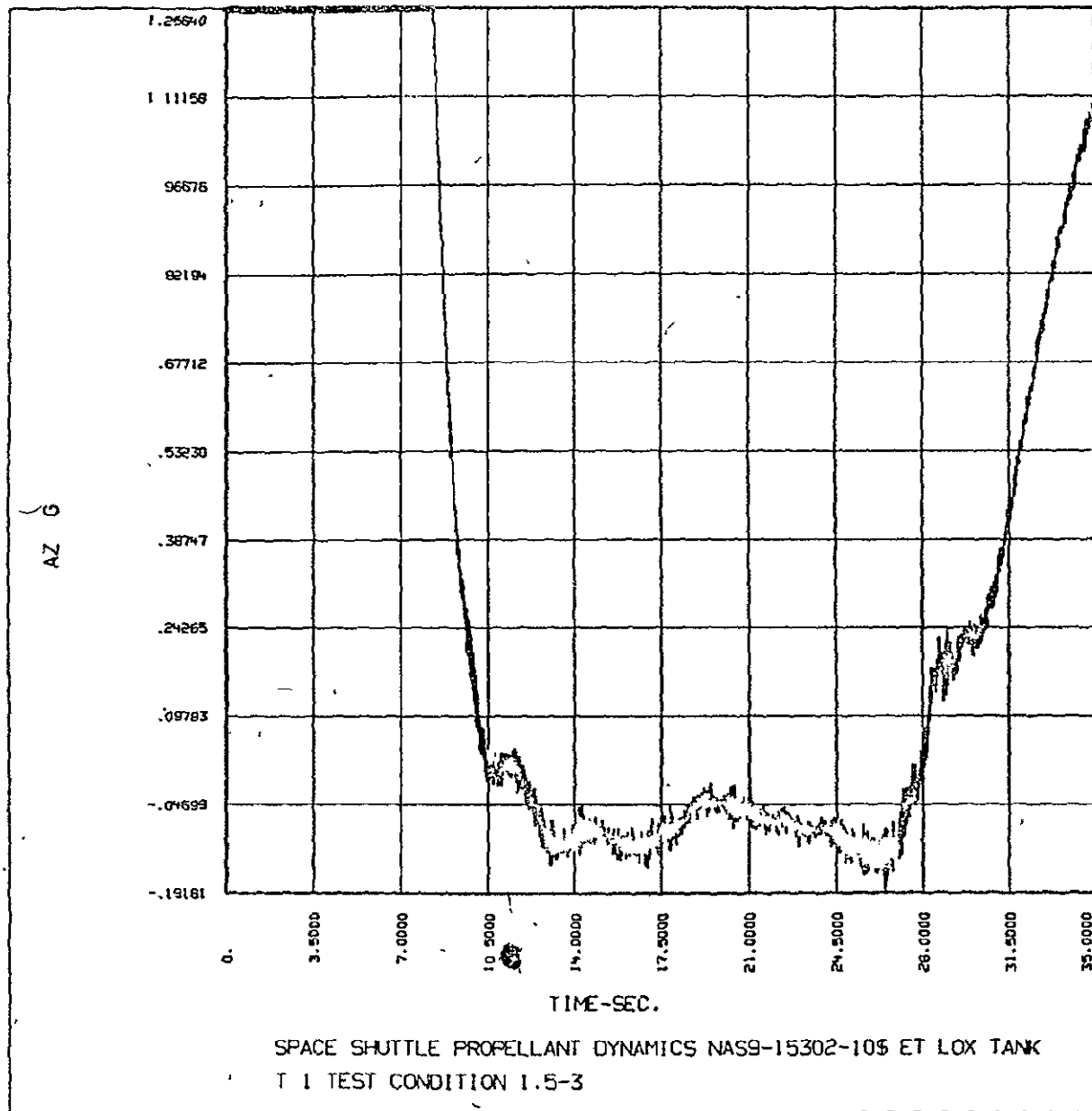




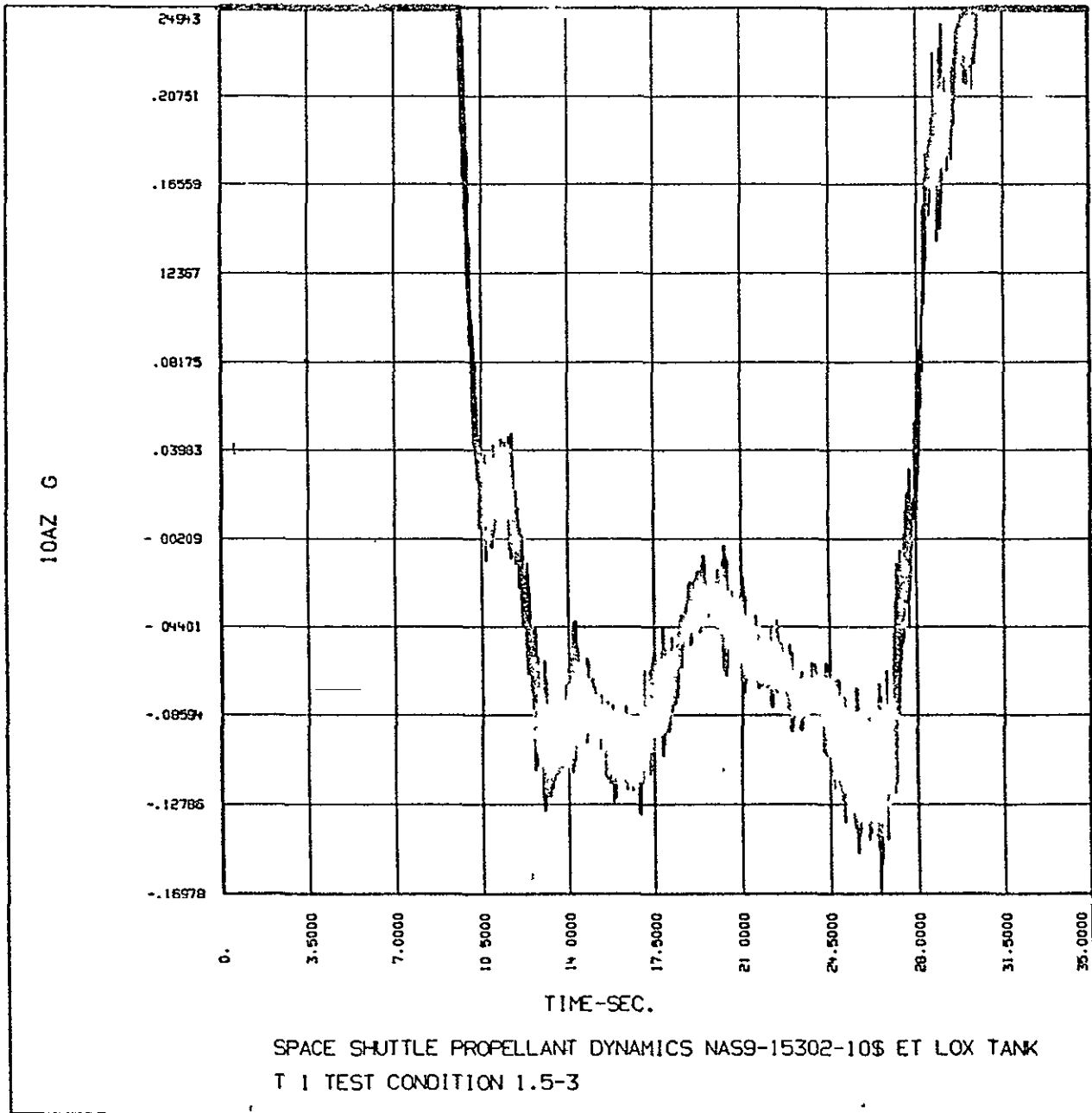
A-75



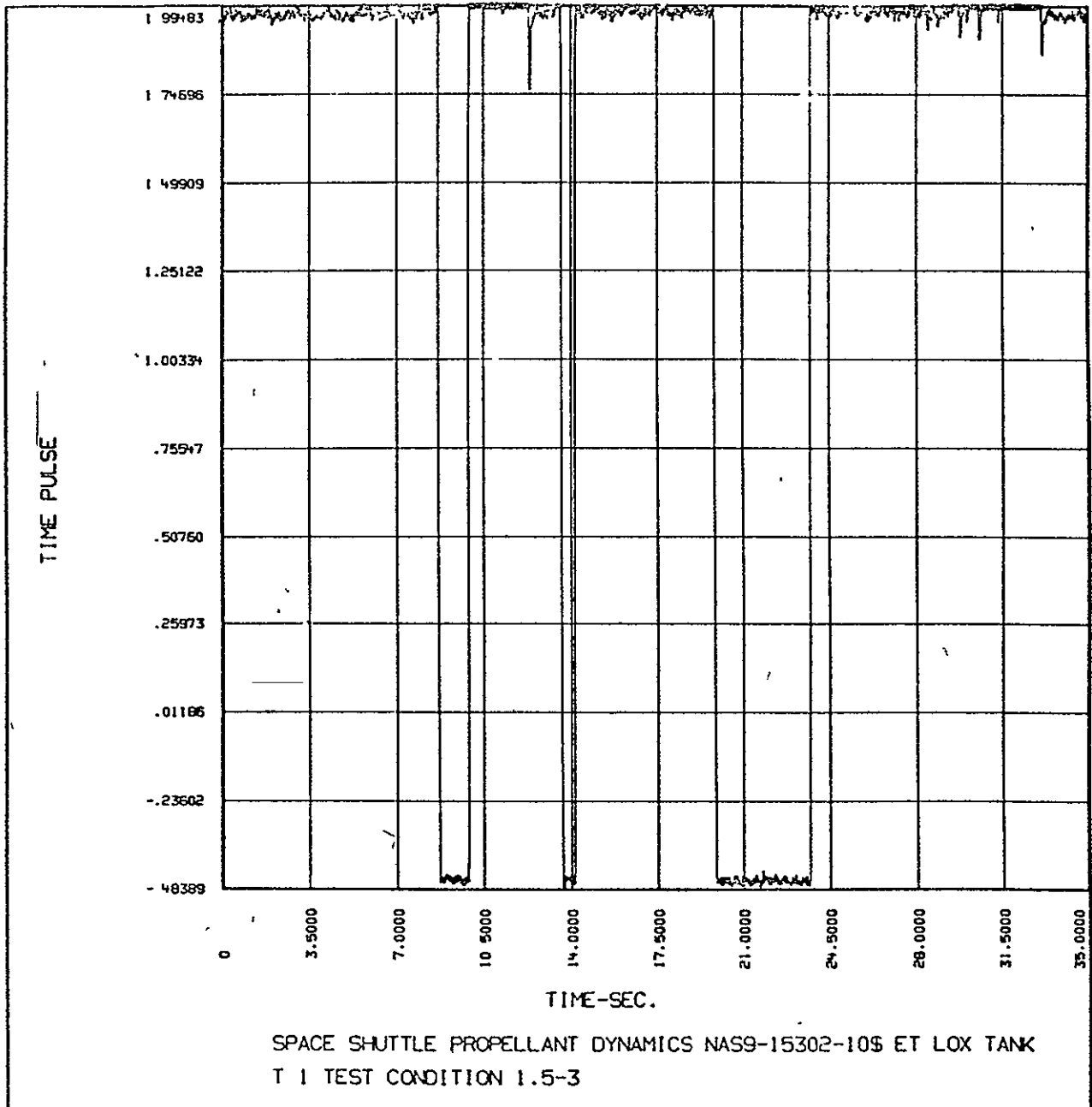
A-76



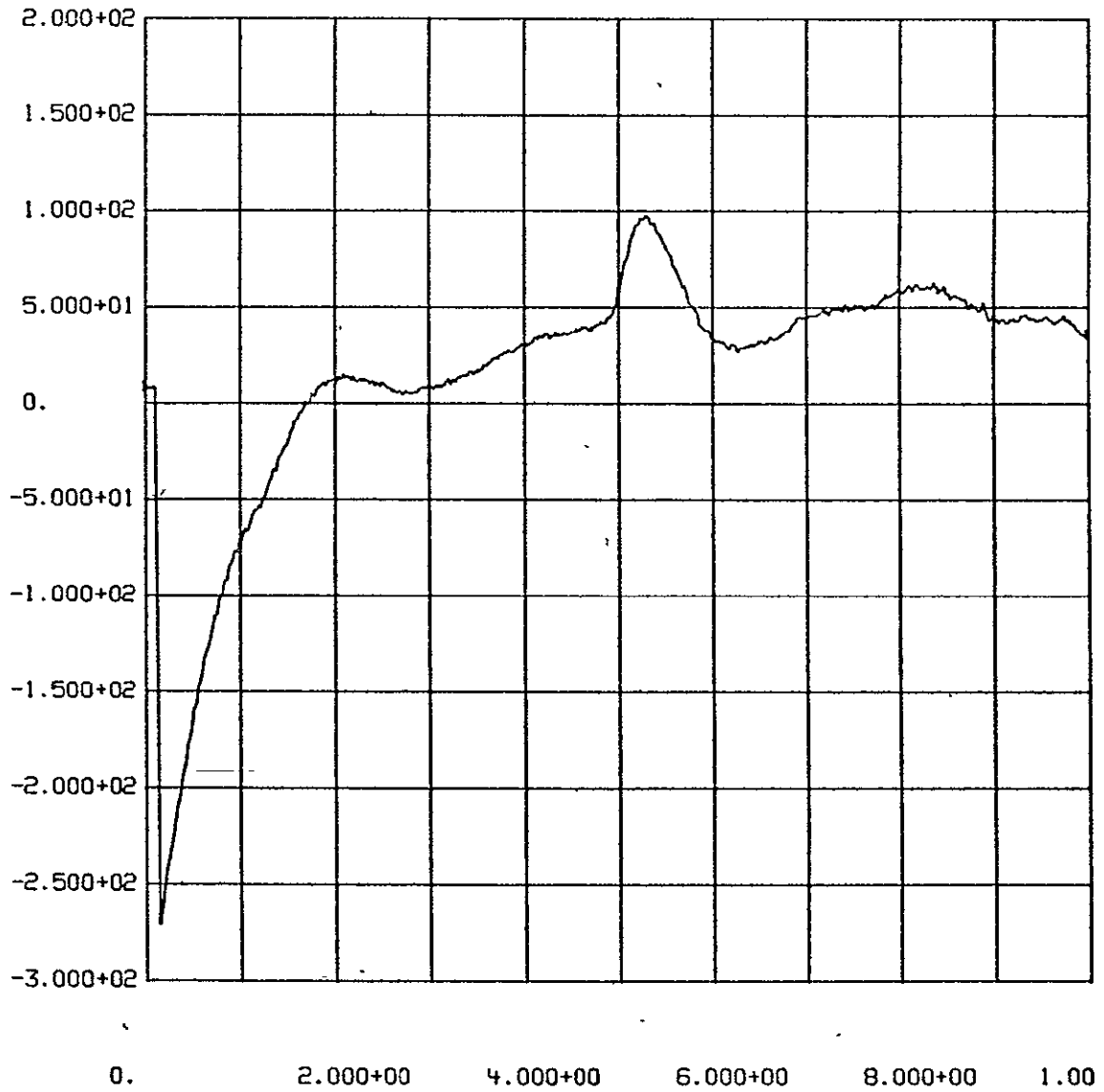
A-77



A-78



A-79



Z-LOAD

VS

TIME

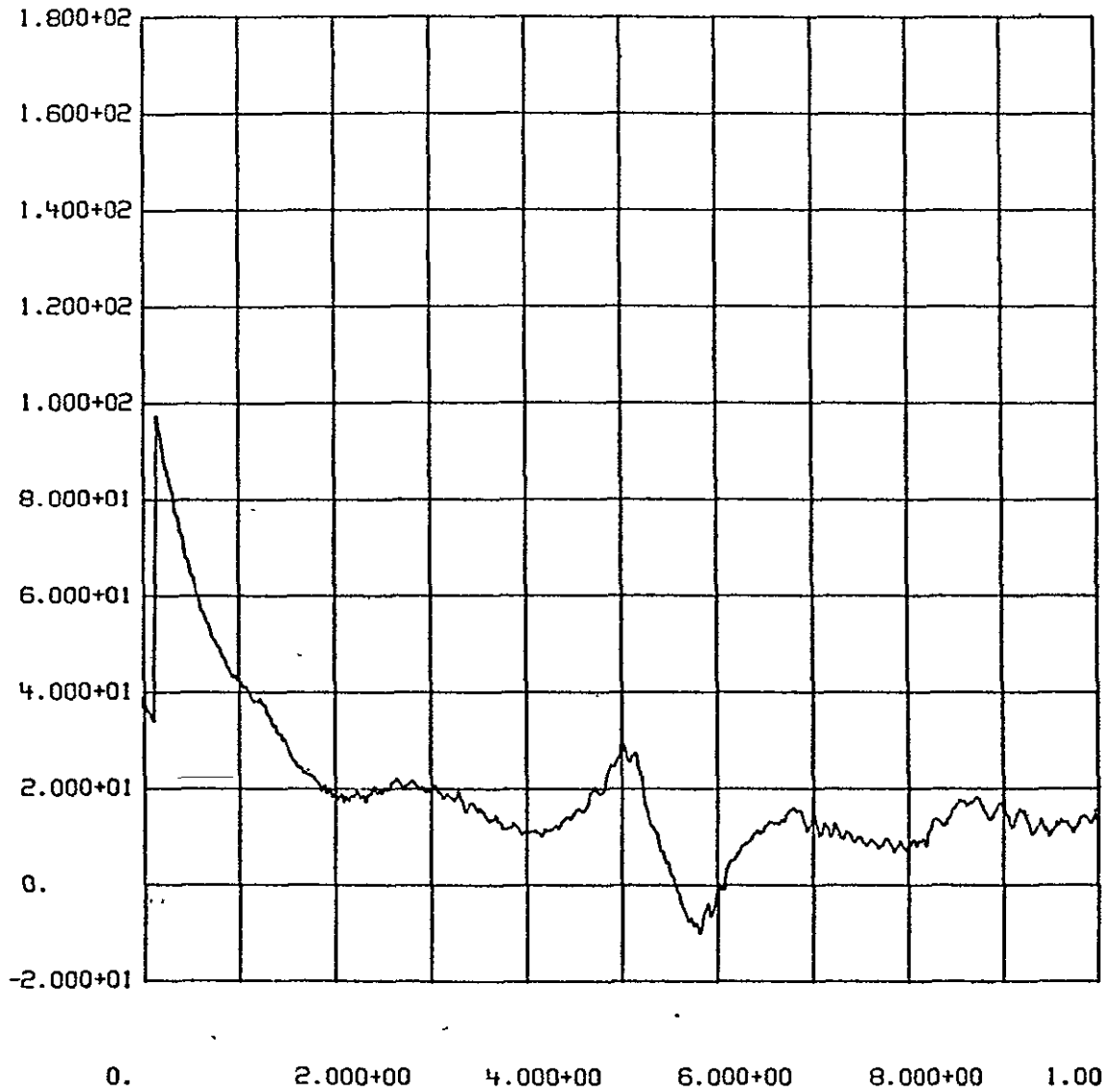
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.5-3 * UNFILT *

A-80



Y-LOAD

VS

TIME

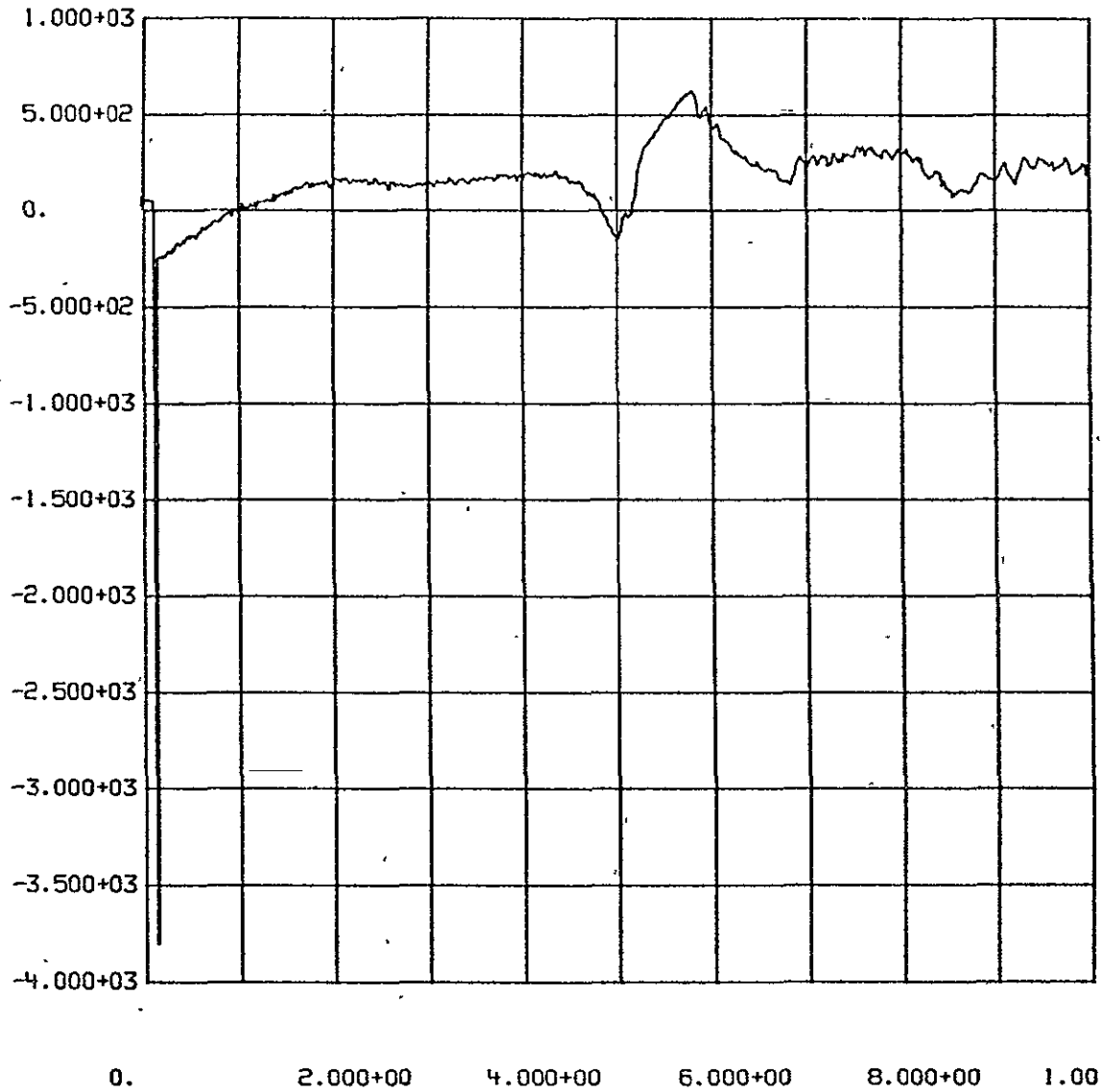
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.5-3 * UNFLT *

A-81



MOMENT

VS

TIME

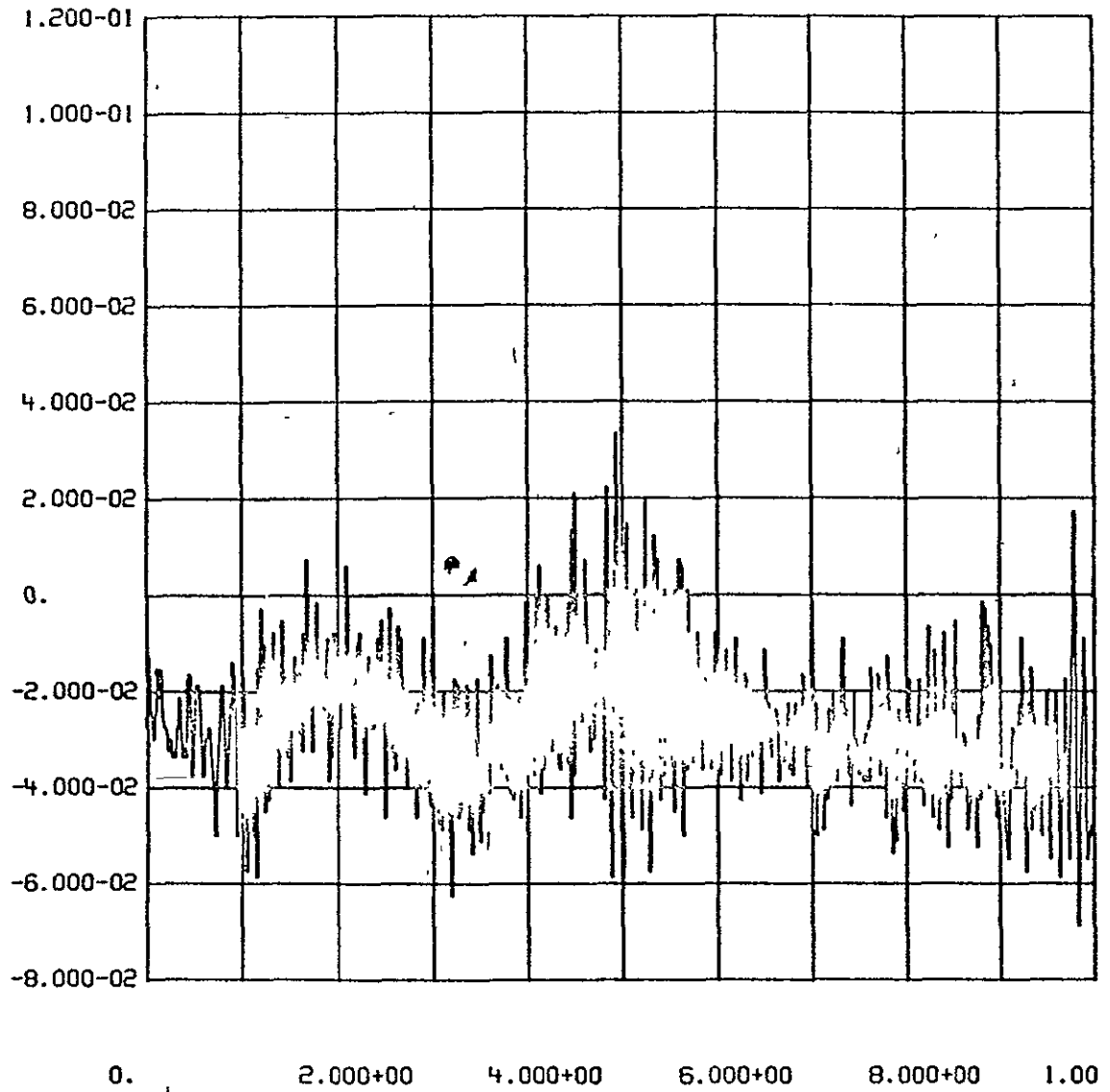
1

FLT 1

-08JA79

FLIGHT 1 TEST CONDITION 1.5-3 * UNFILT *

/1
A-82



AC YAC

VS

TIME

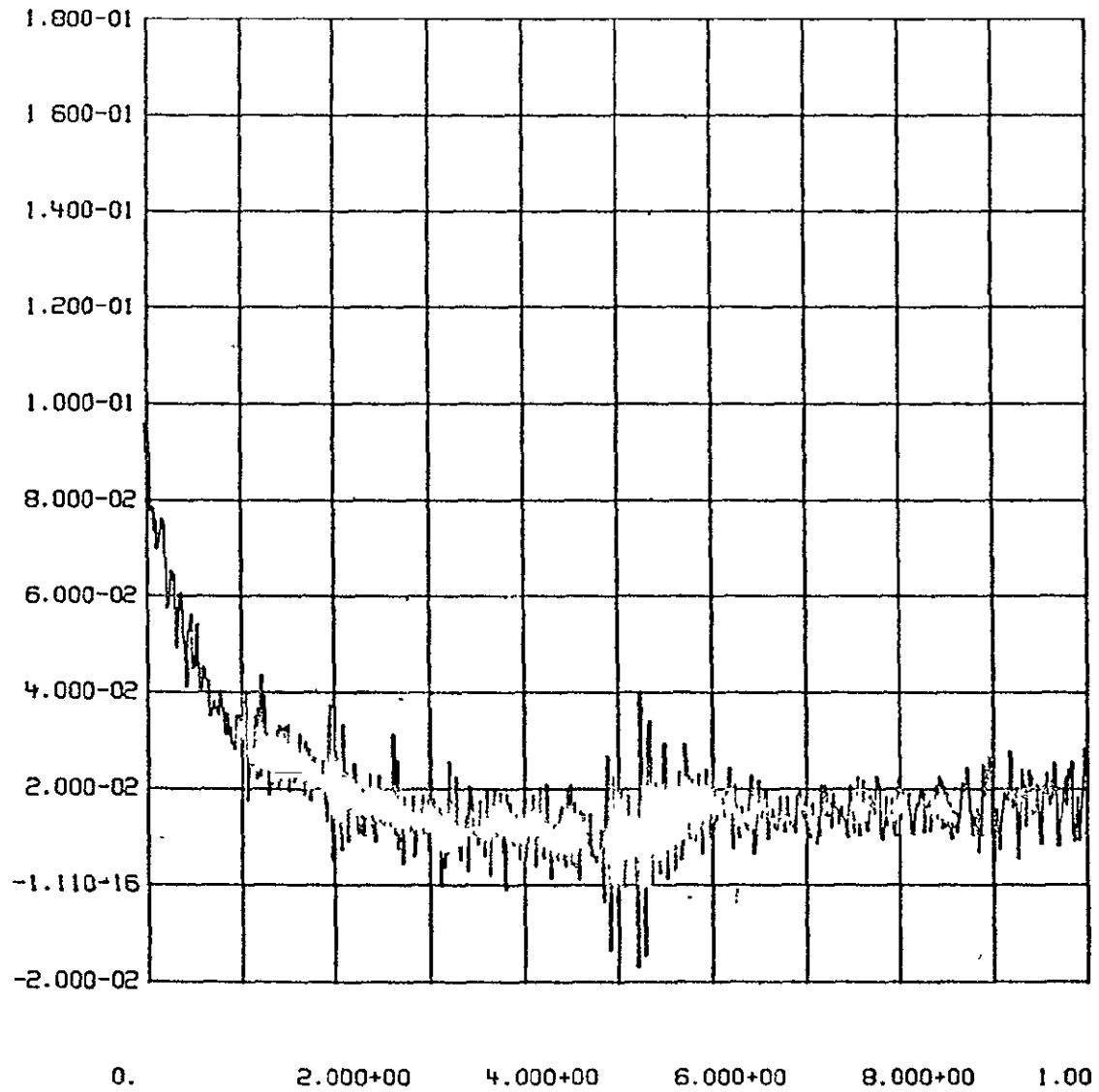
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.5-3 * UNFILT *

A-83



AC XAC

VS

TIME

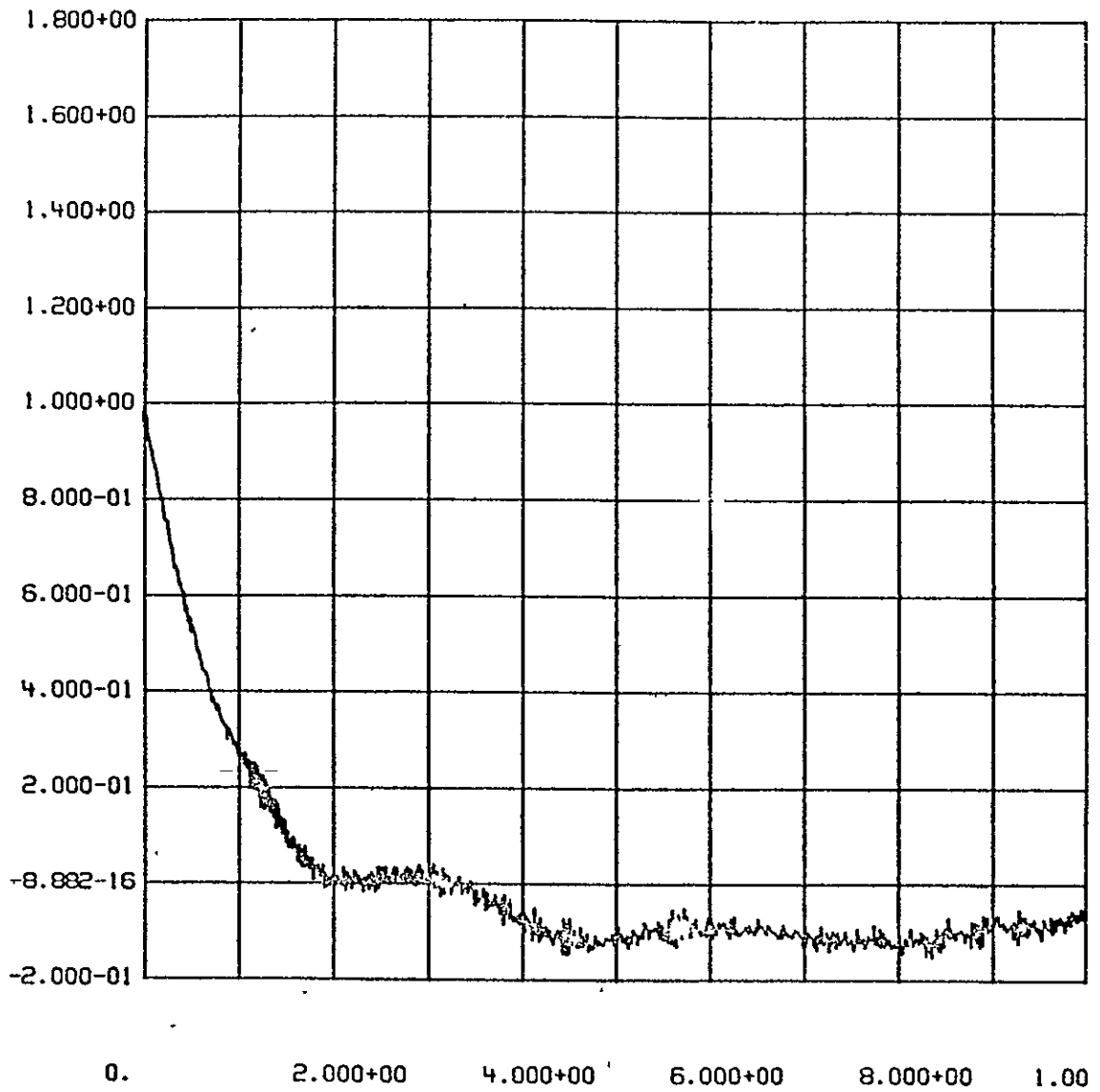
1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.5-3 * UNFLT *

A-84



AC ZAC

VS

TIME

1

FLT 1

08JA79

FLIGHT 1 TEST CONDITION 1.5-3 * UNFILT *

Test Data Condition 1.6-3

No Baffles

Test Fluid – FC 113

Orientation – 13°

Fill Volume – 15%

Target Acceleration—0.1 g

(Flight Data Not Recorded)

Test Data Condition 2.1-3

Baffles

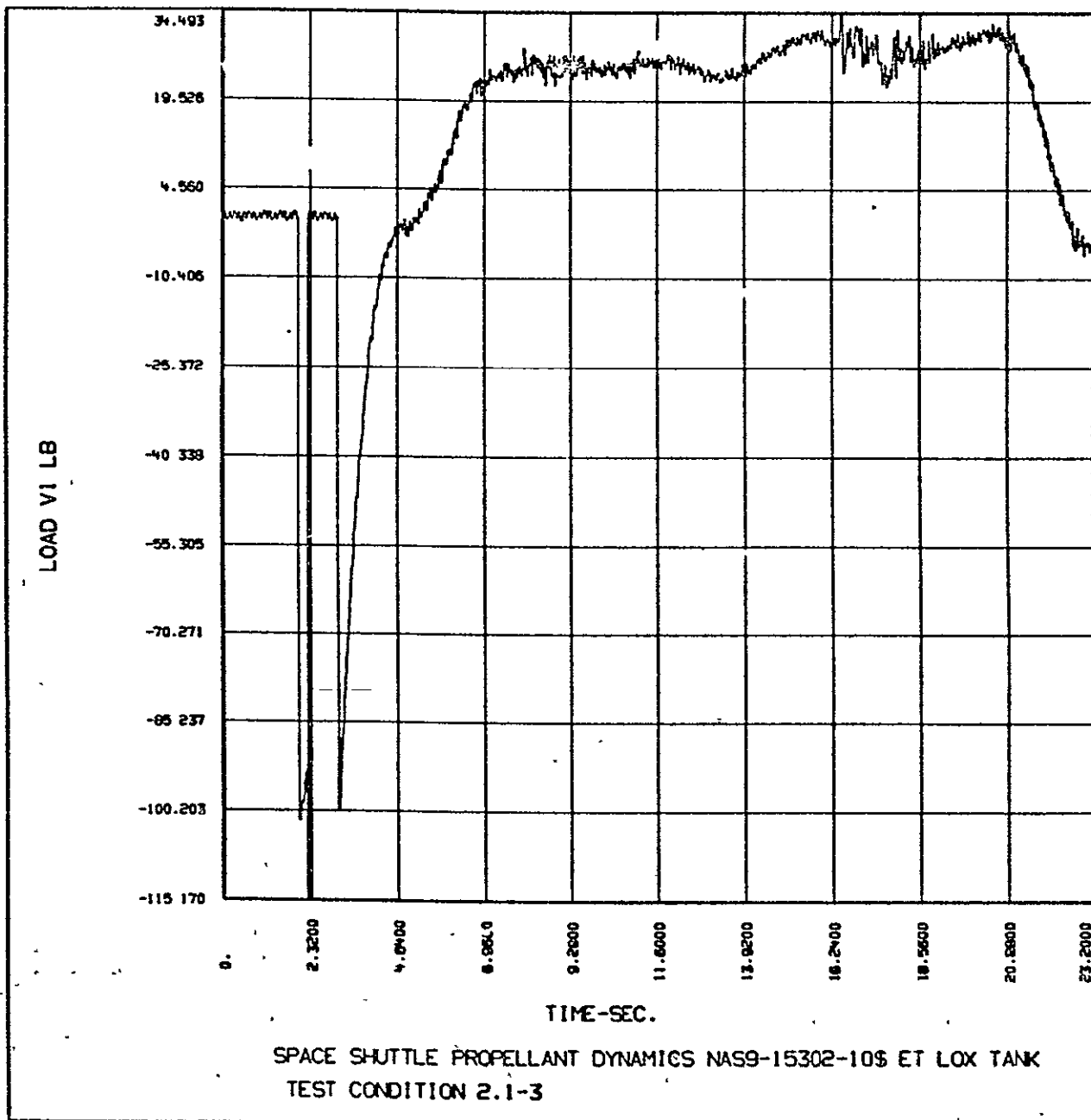
Test Fluid — FC 113

Orientation — 13°

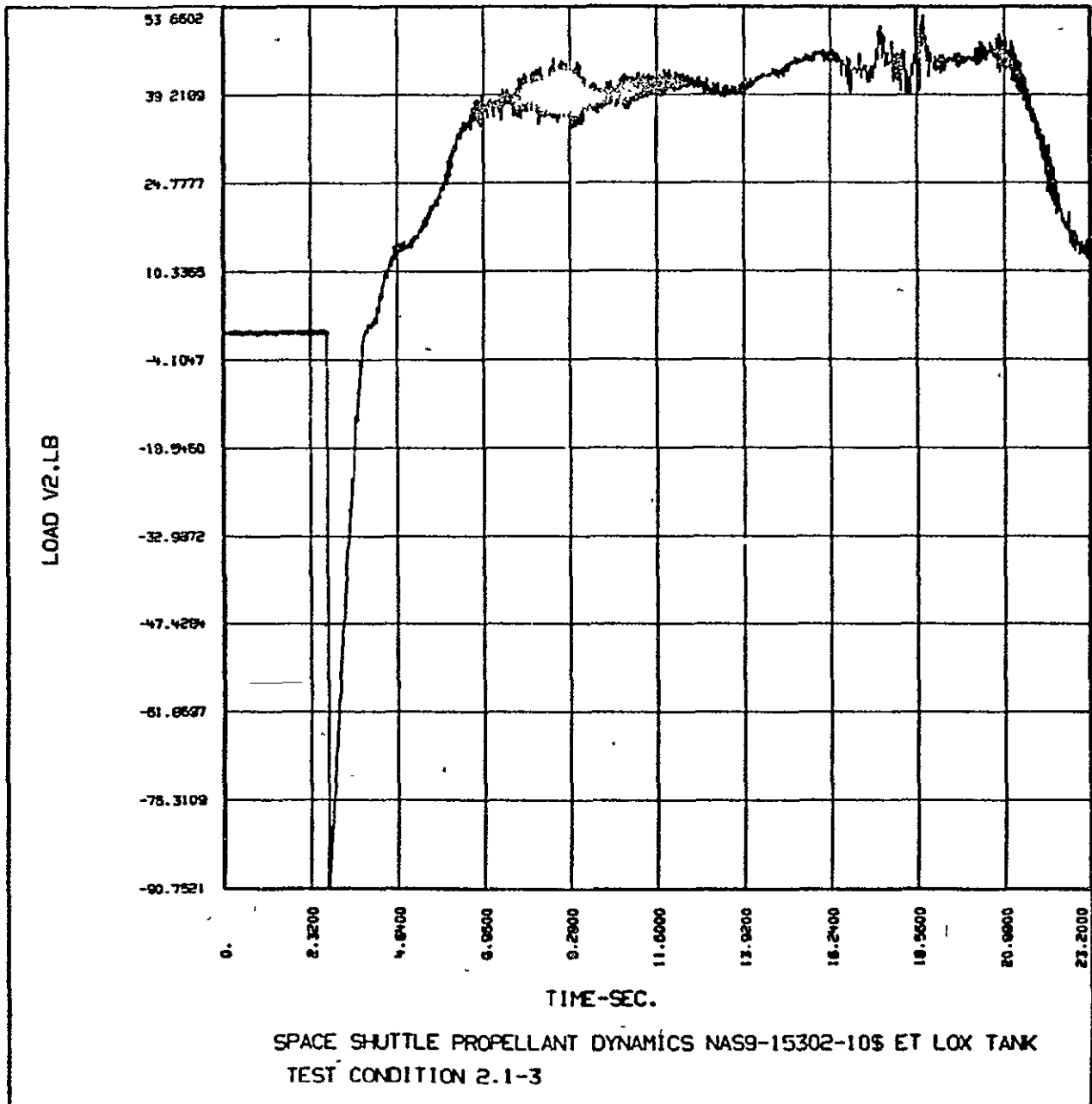
Fill Volume—1%

Target Acceleration—0.1 g

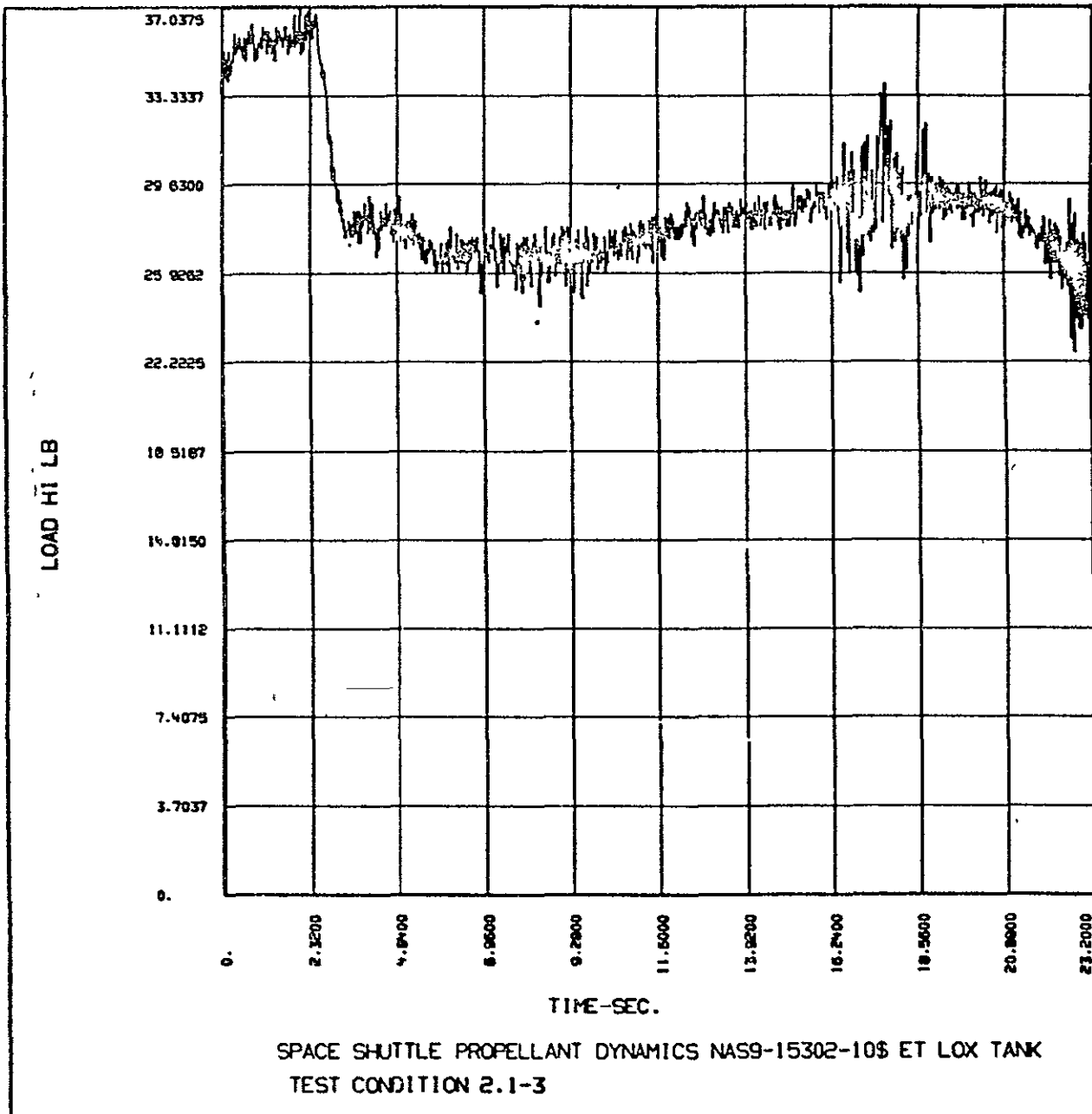
A-85



A-86

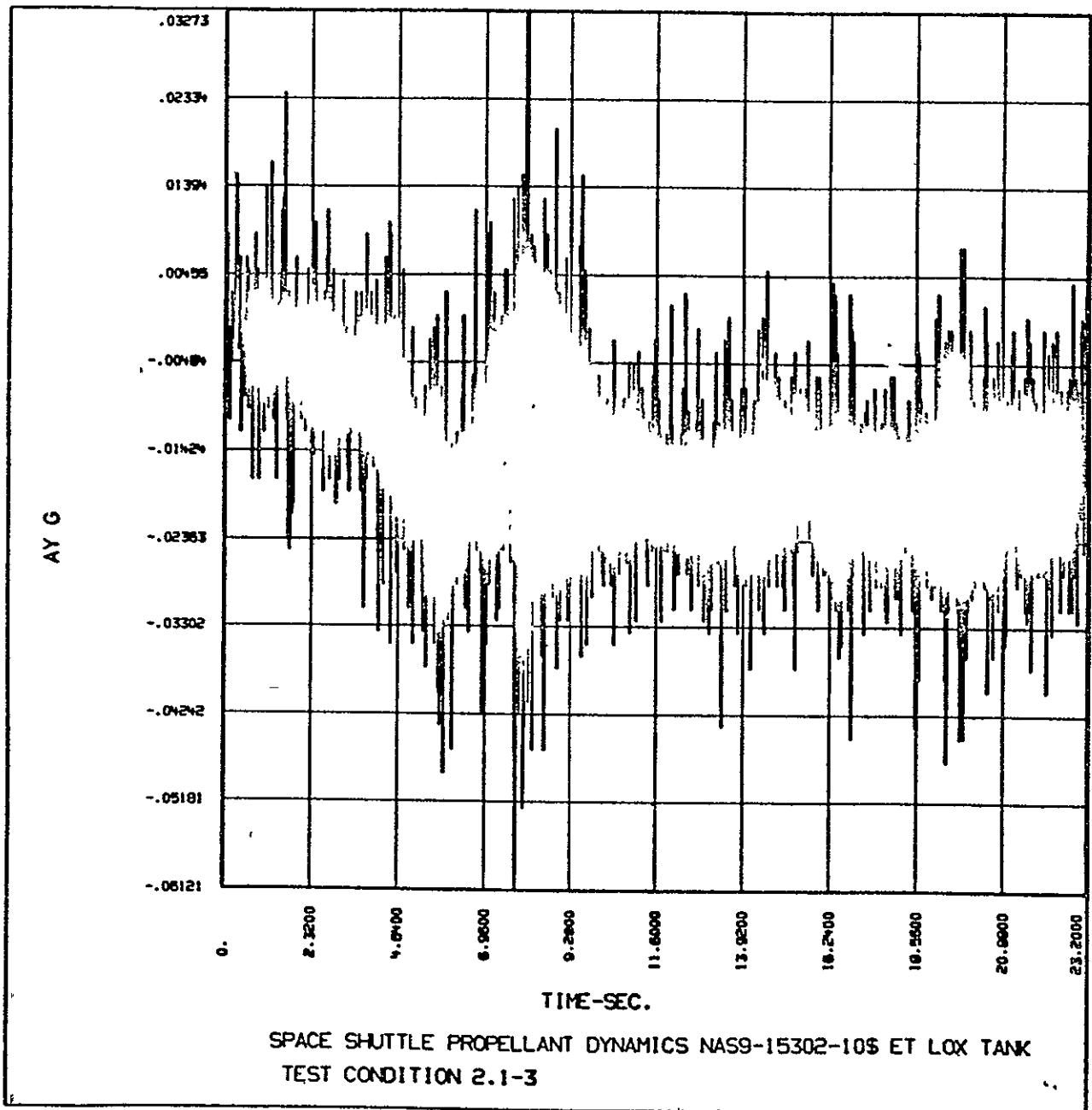


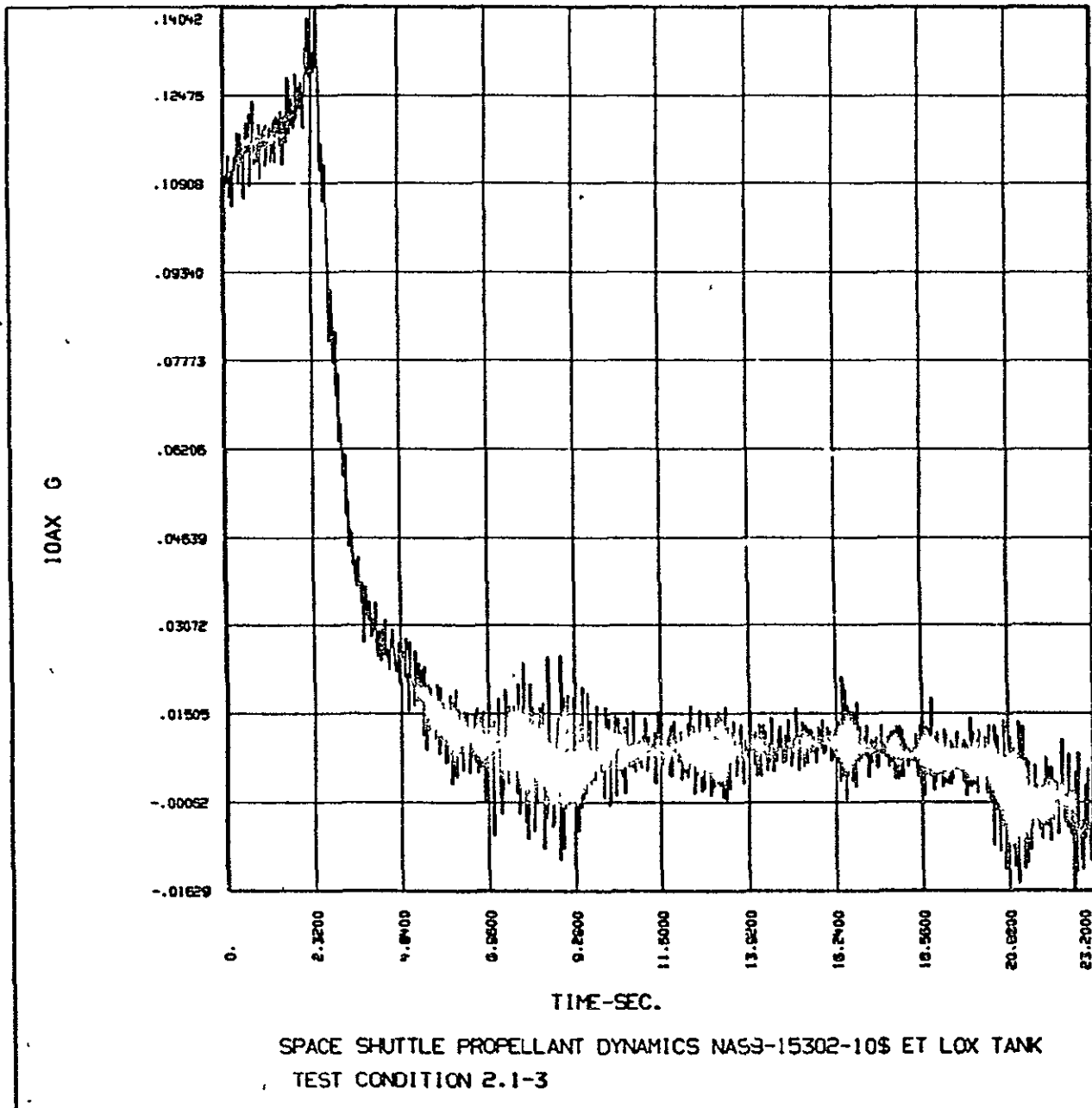
A-87



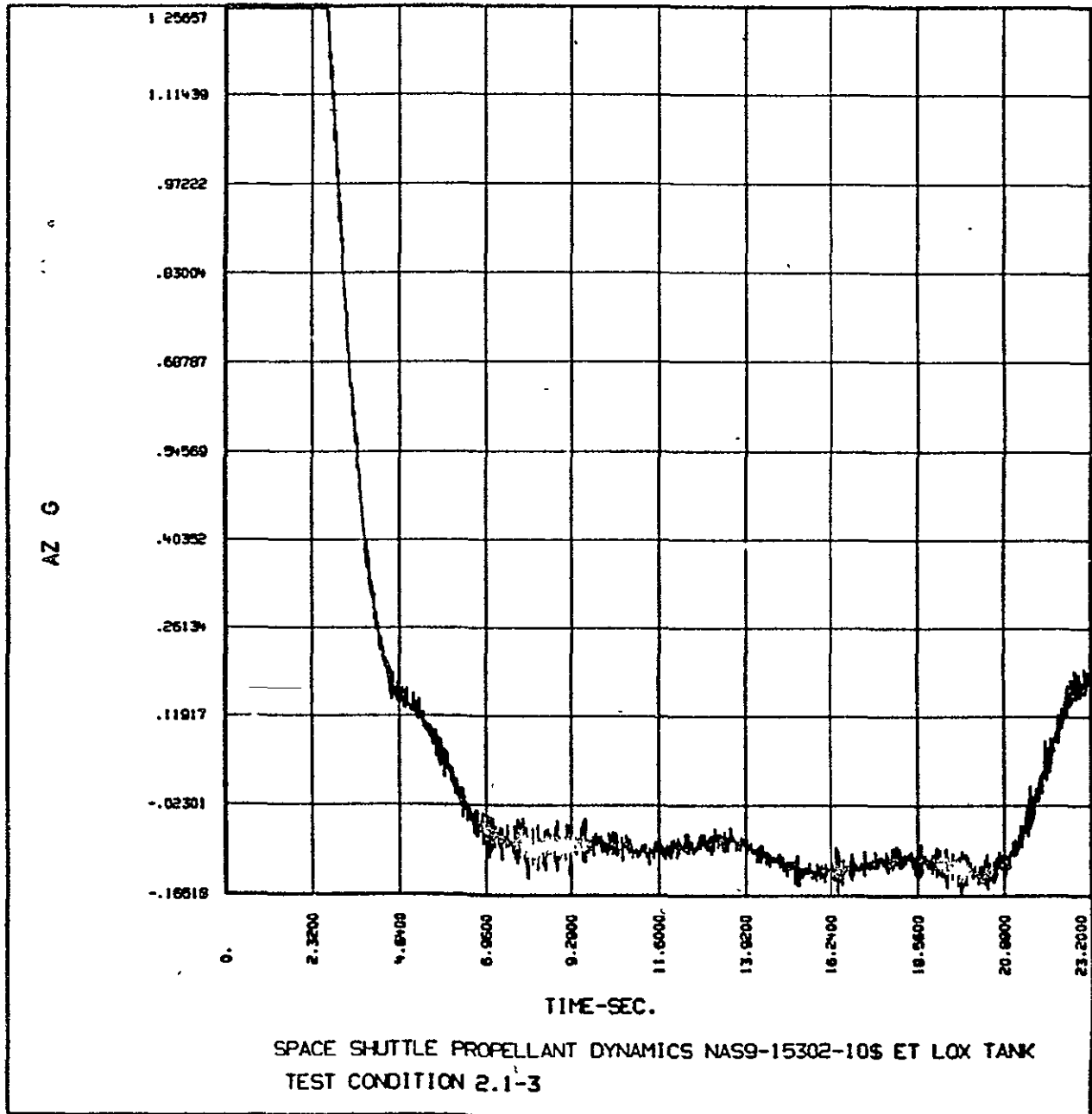
C-2

A-88

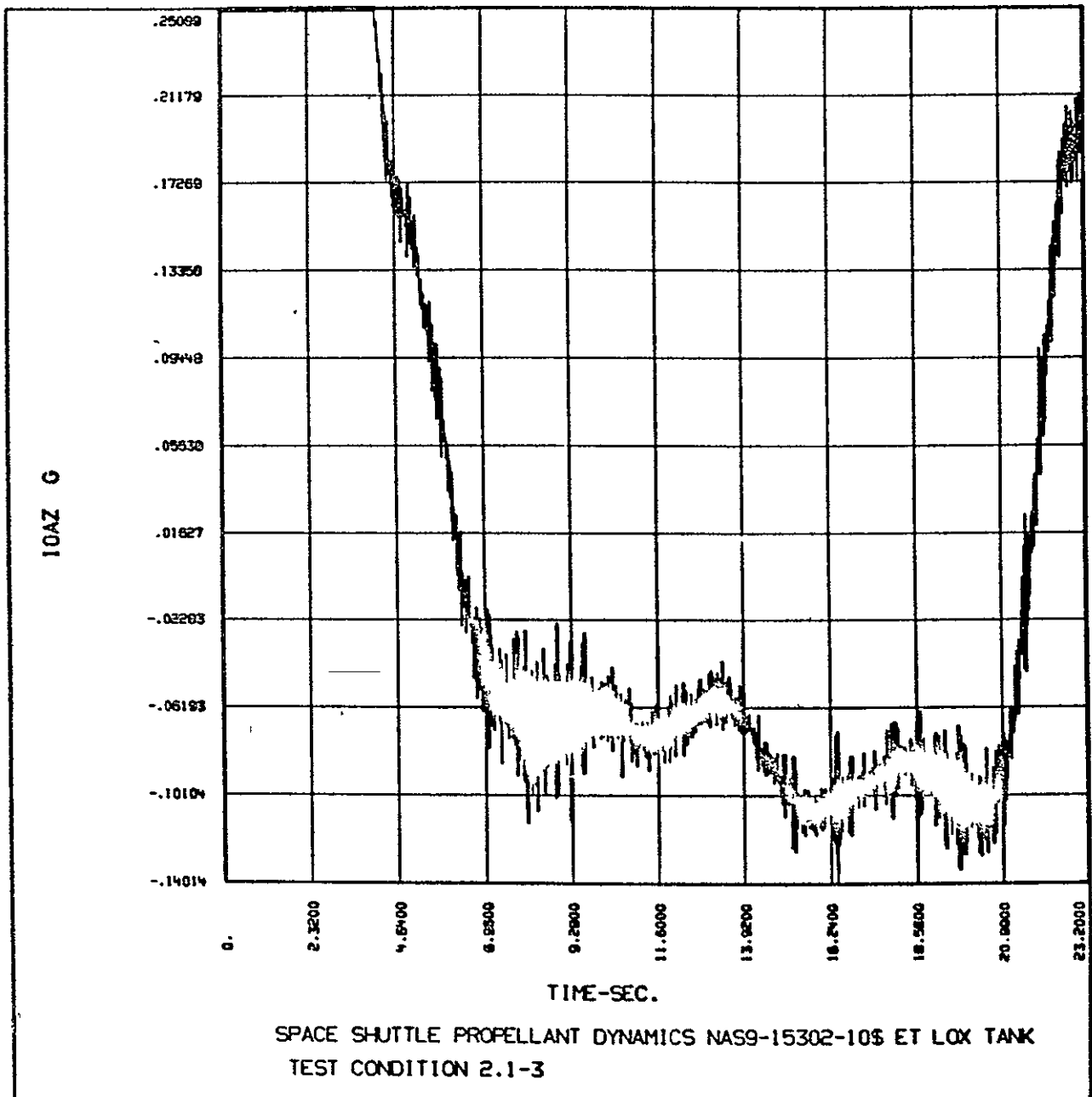




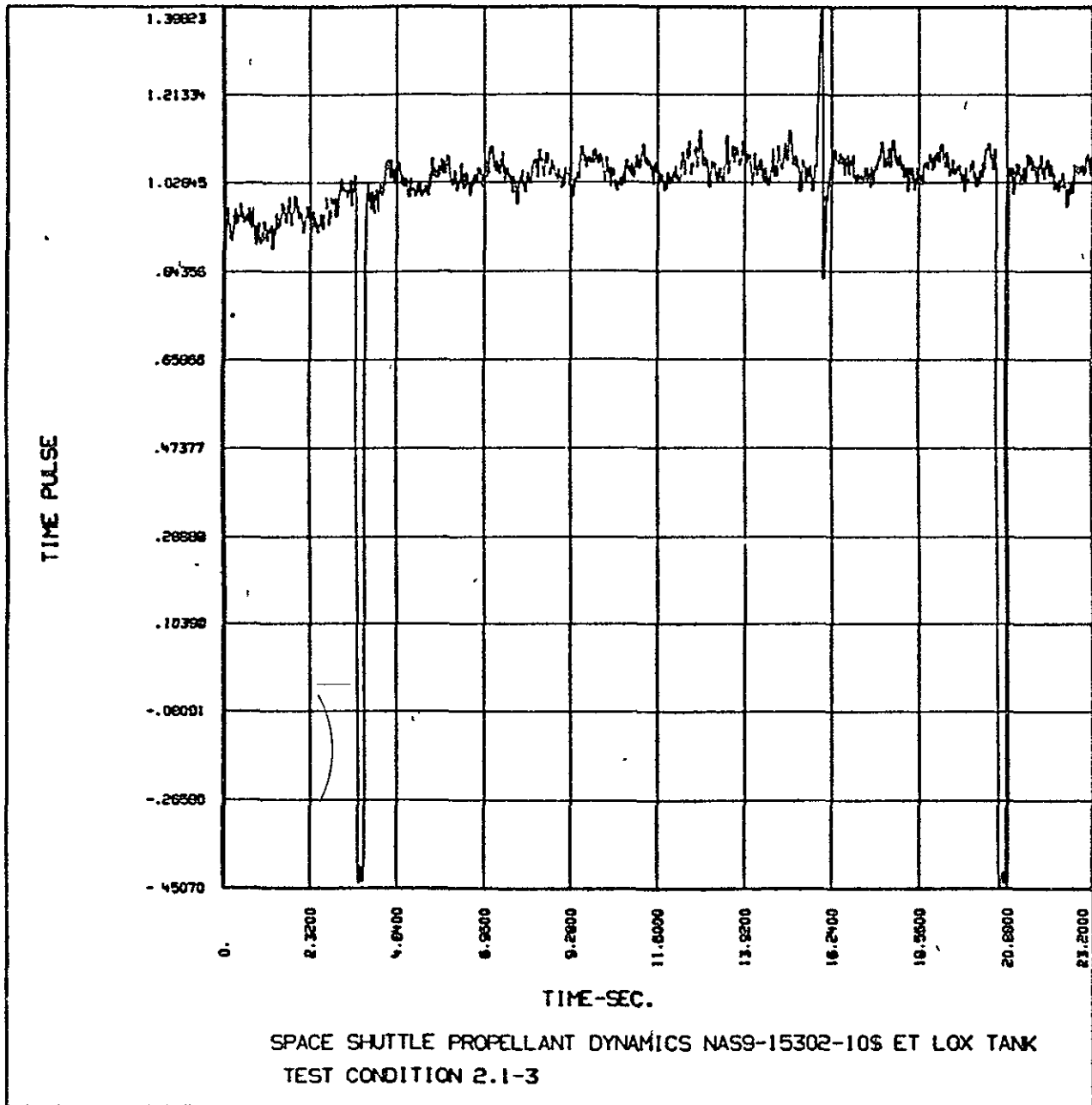
A-90



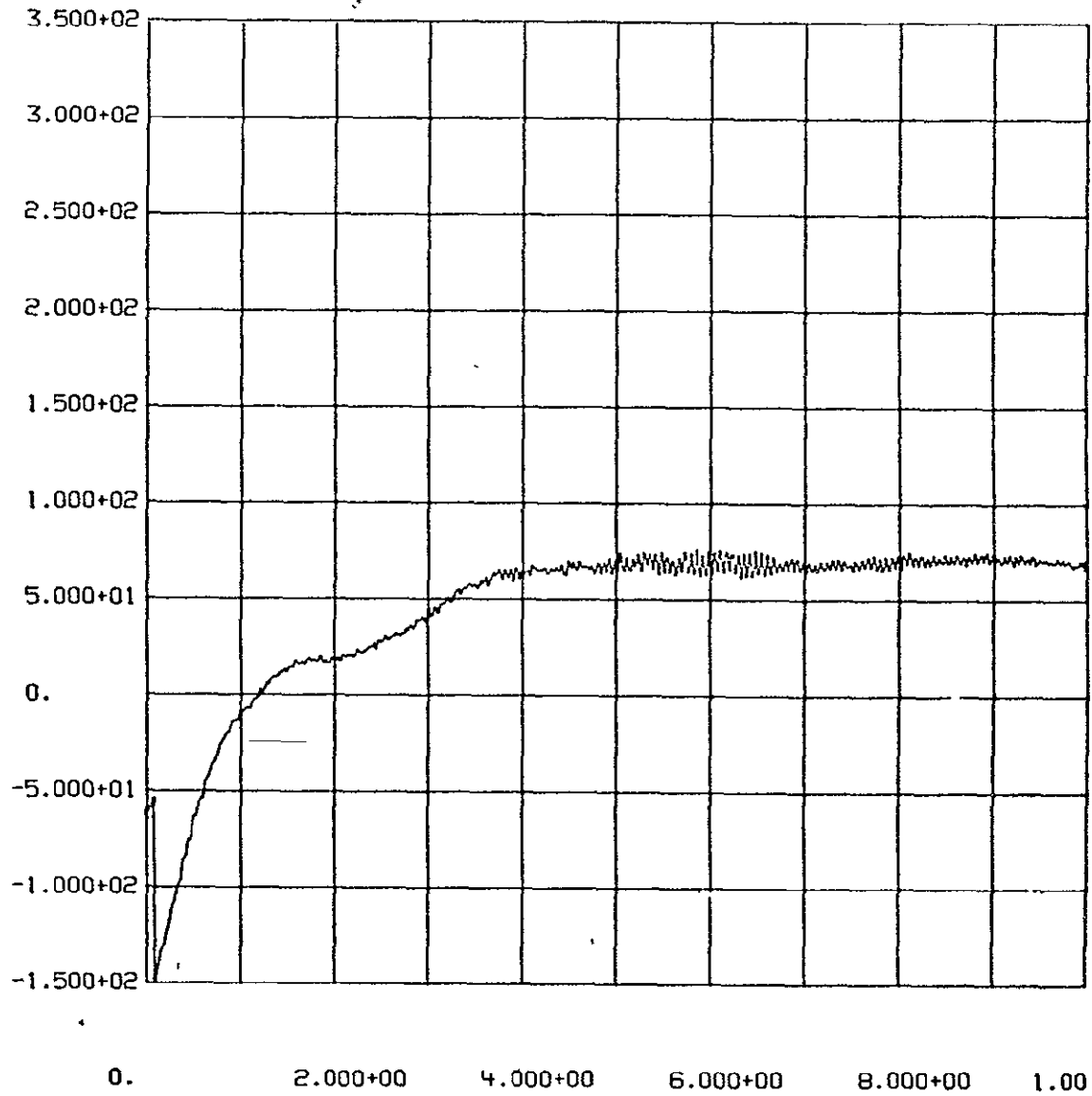
A-91



A-92



A-93



Z-LOAD

VS

TIME

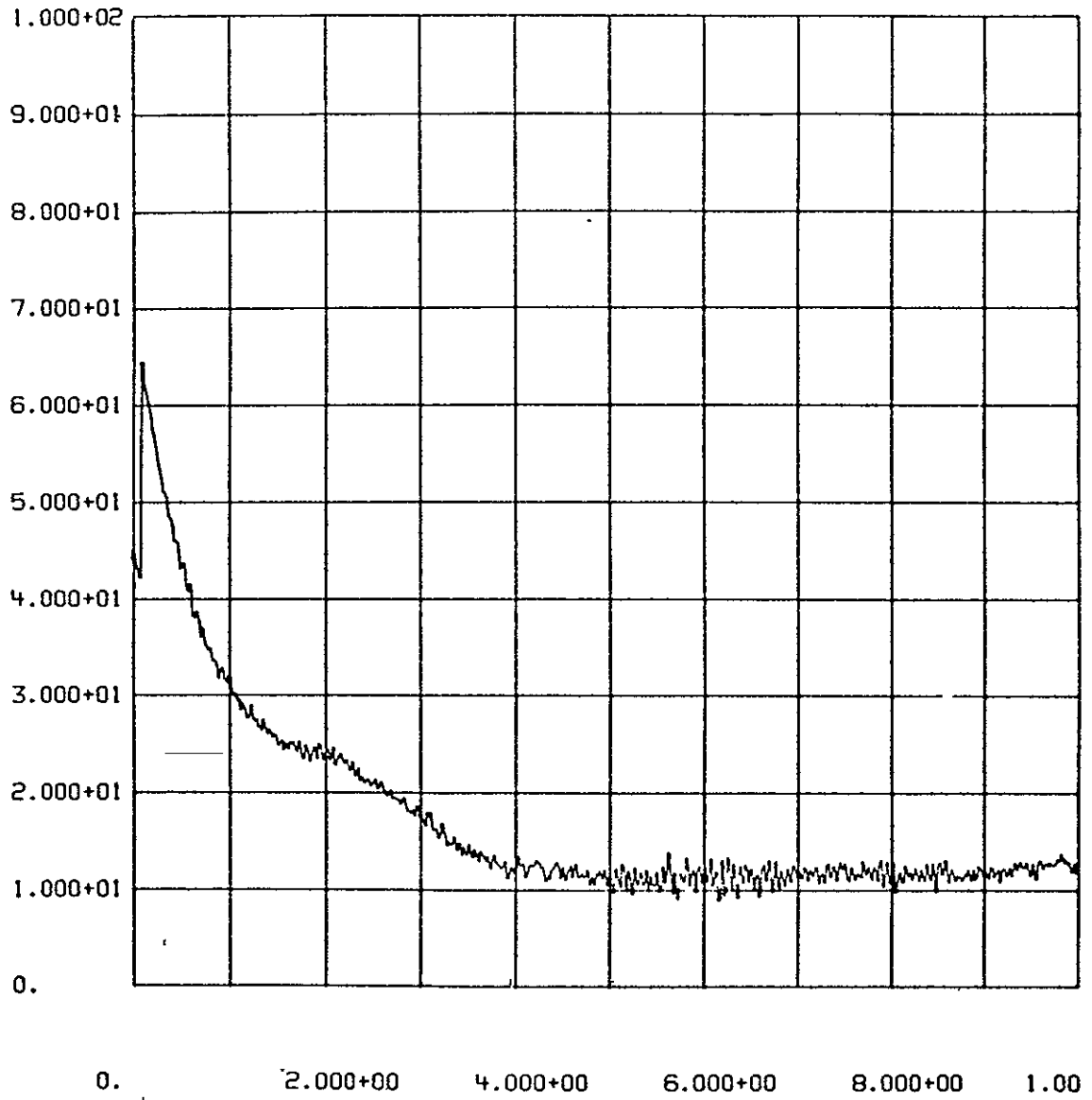
1-

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.1-3 *UNFILT*

A-94



Y-LOAD

VS

TIME

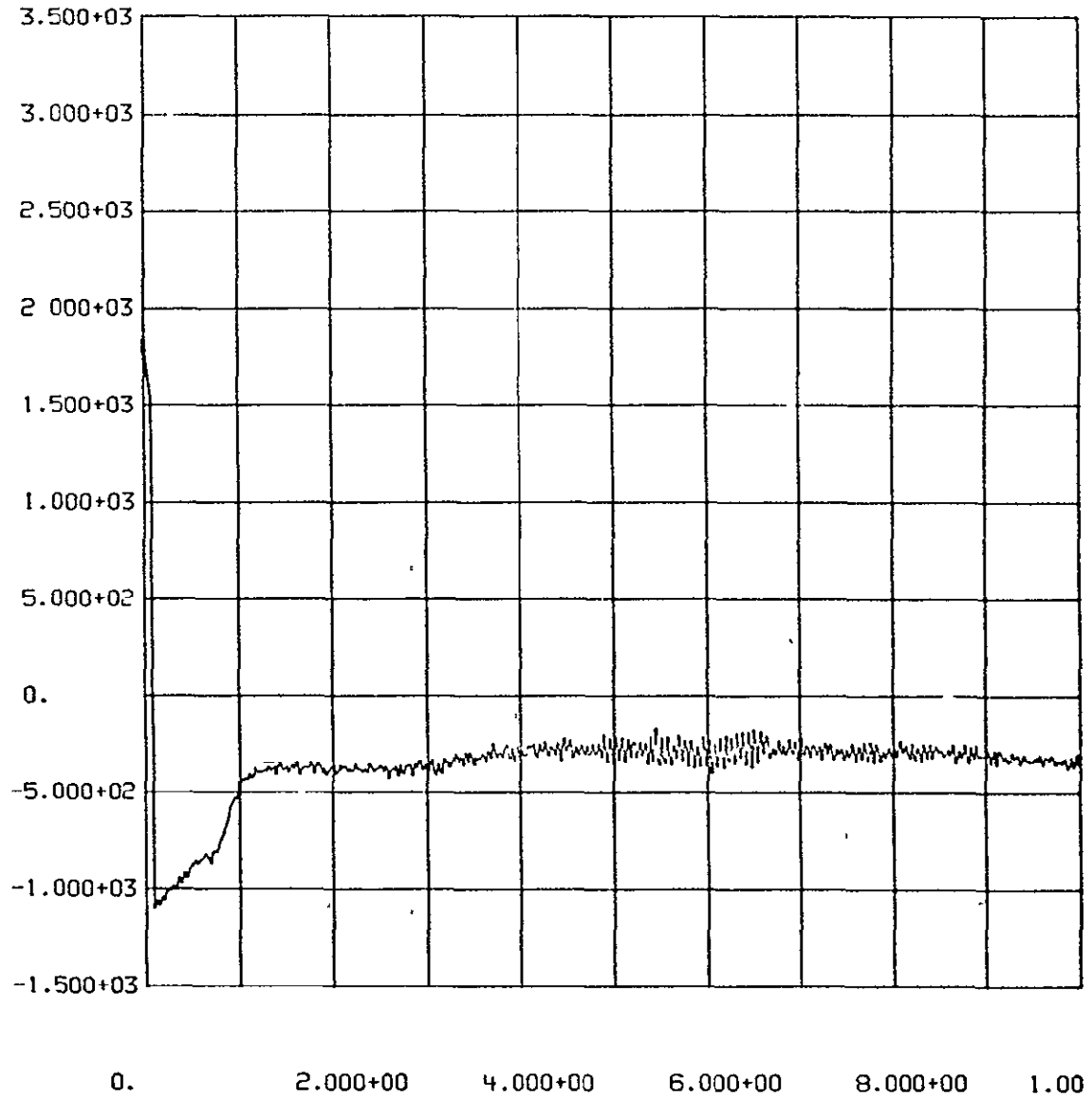
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.1-3 'UNFILT'

A-95



MOMENT

VS

TIME

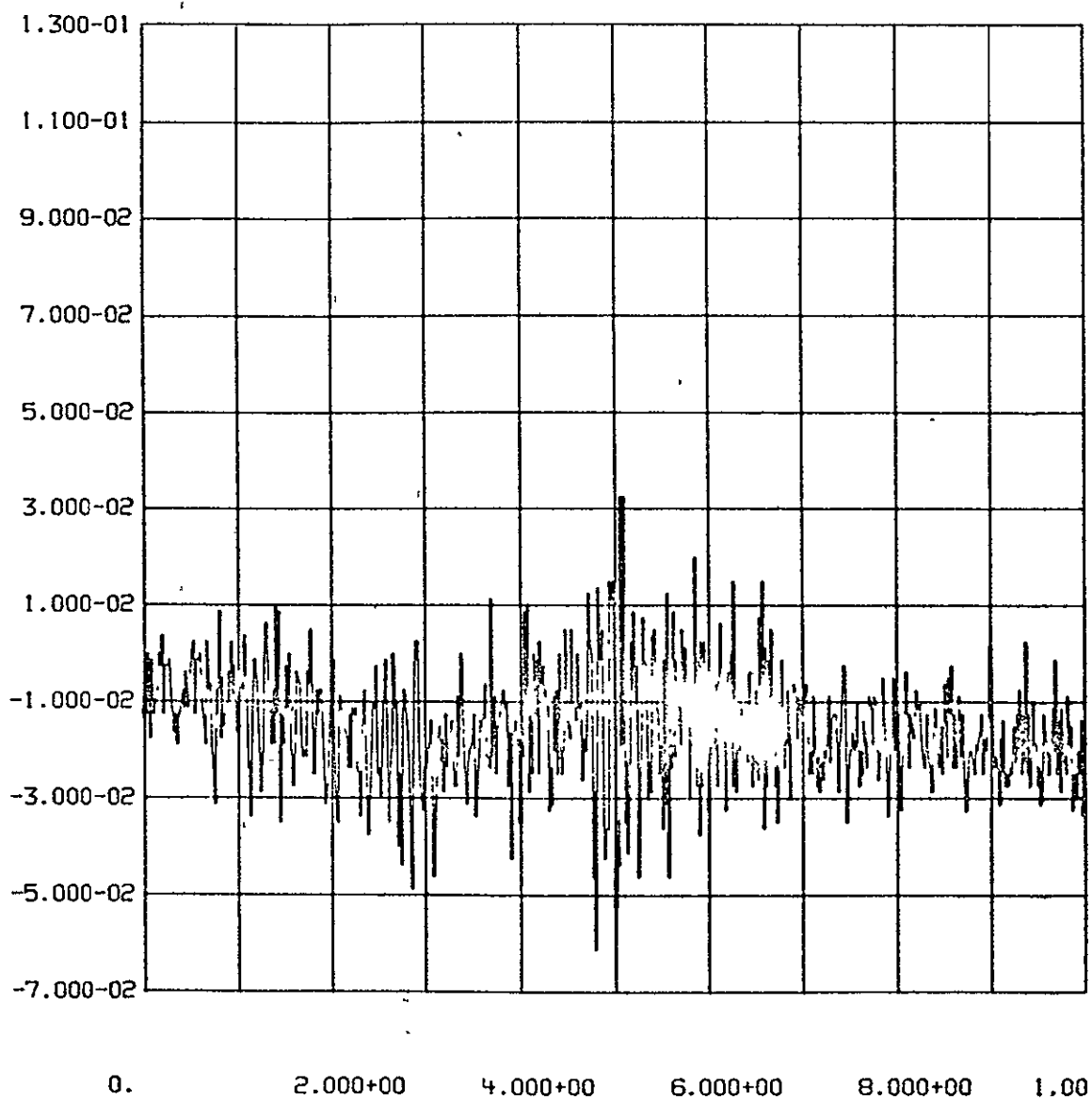
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.1-3 *UNFLT*

A-96



AC YAC

VS

TIME

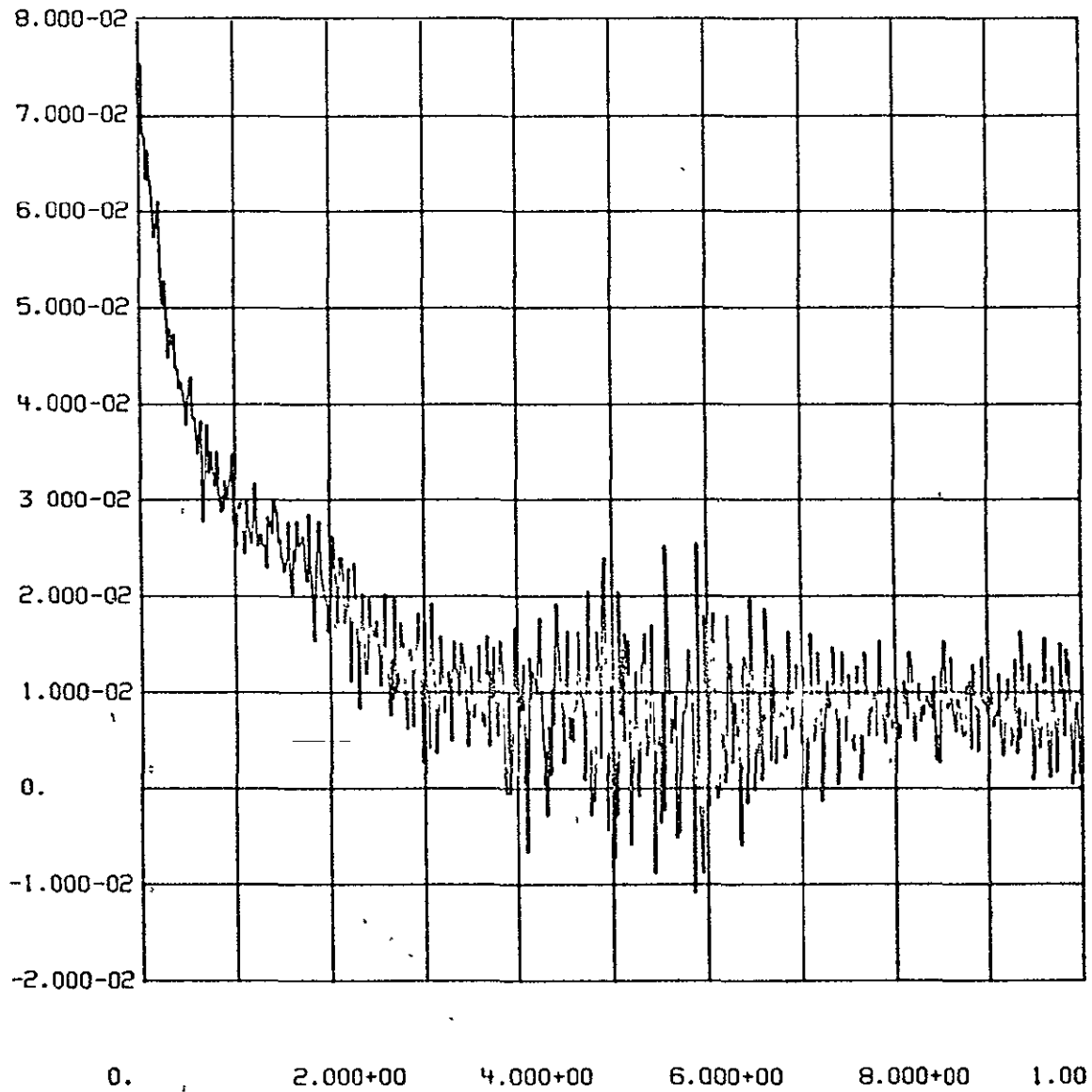
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.1-3 *UNFLT*

A-97



AC XAC

VS

TIME

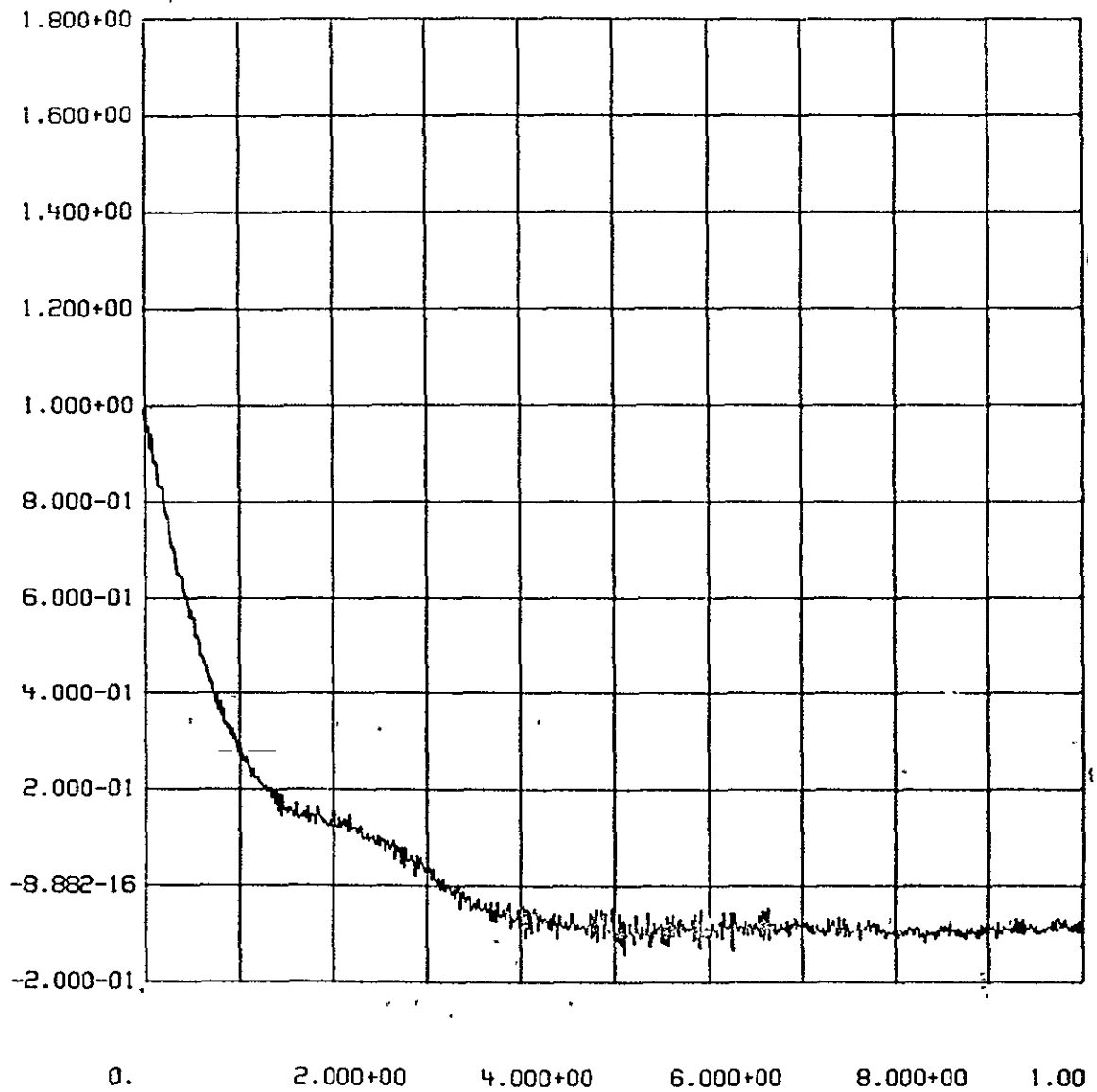
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.1-3 *UNFILT*

A-98



AC ZAC

VS

TIME

1

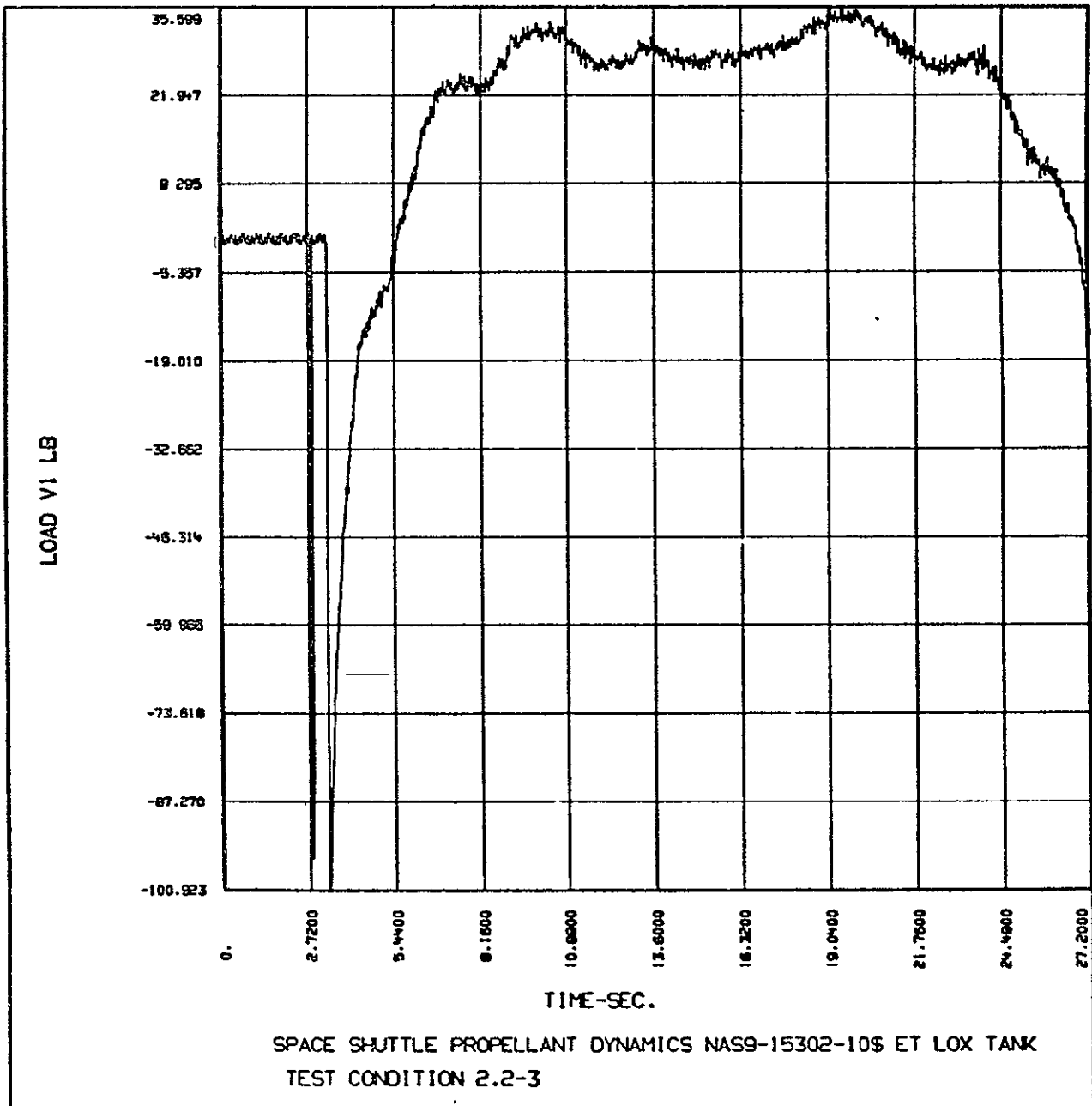
FLT 2

27AP79

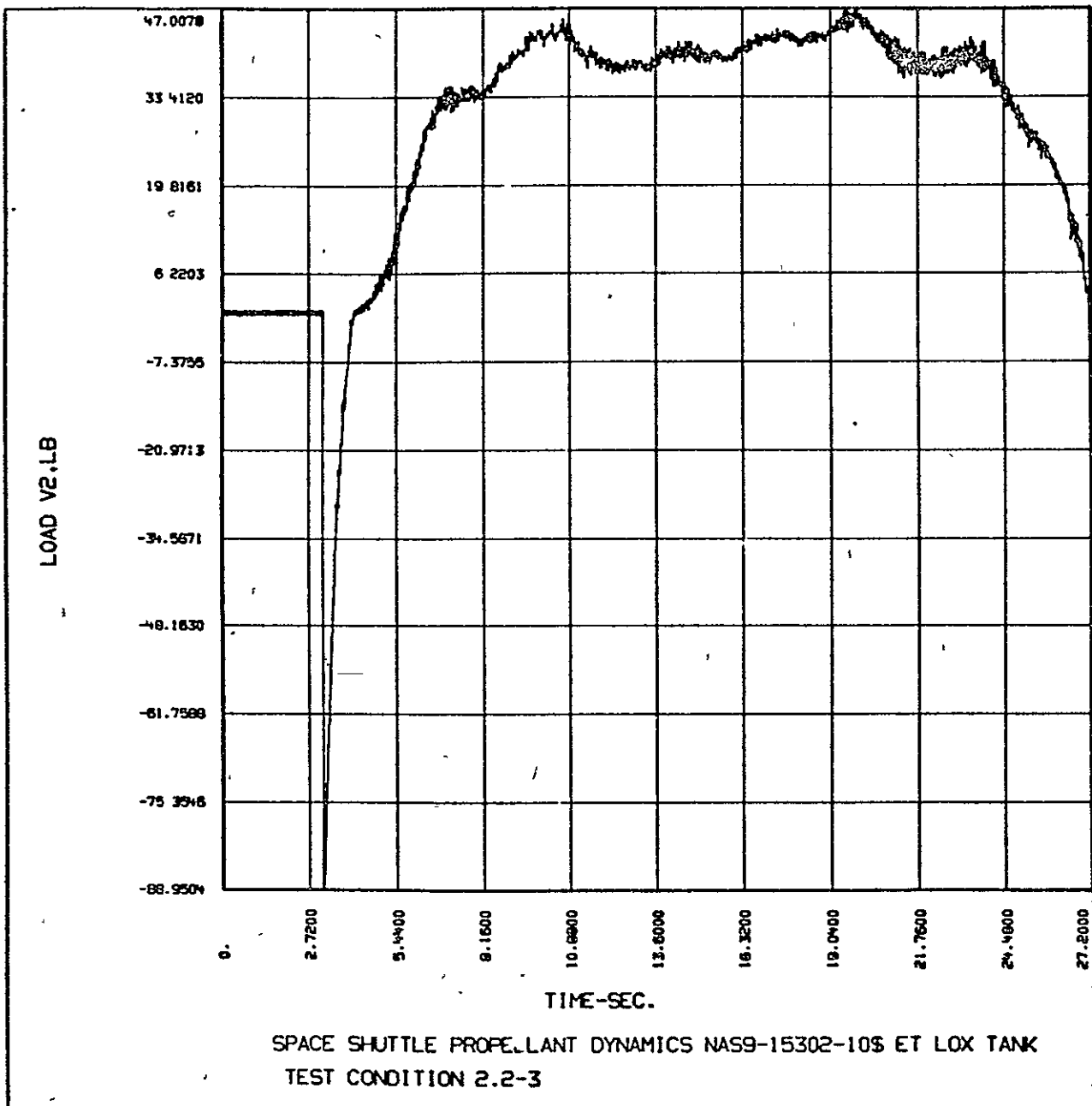
FLIGHT 2 TEST CONDITION 2.1-3 *UNFLT*

Test Data Condition 2.2-3

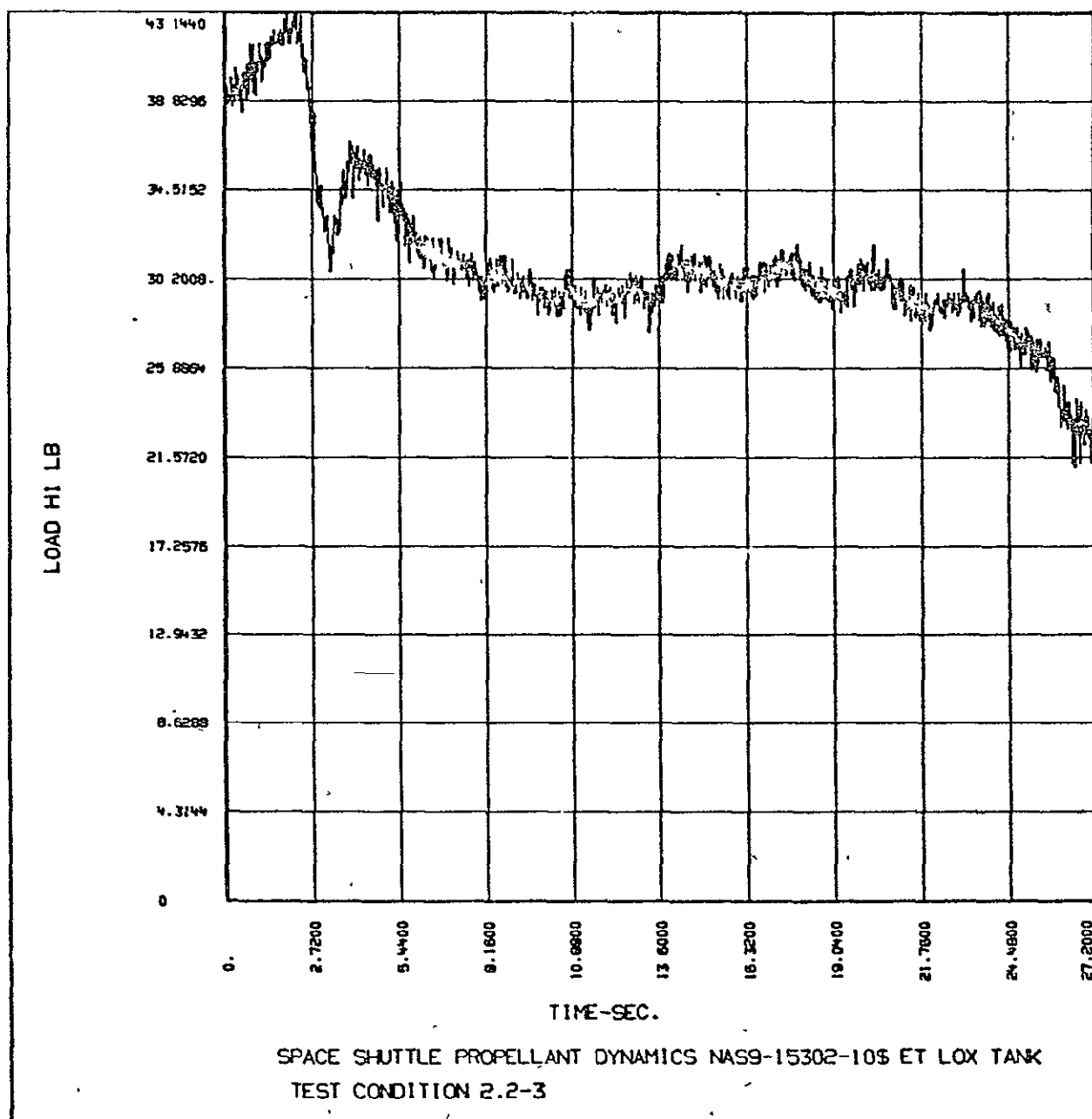
Baffles
Test Fluid – FC 113
Orientation 13°
Fill Volume – 5%
Target Acceleration—0.1 g

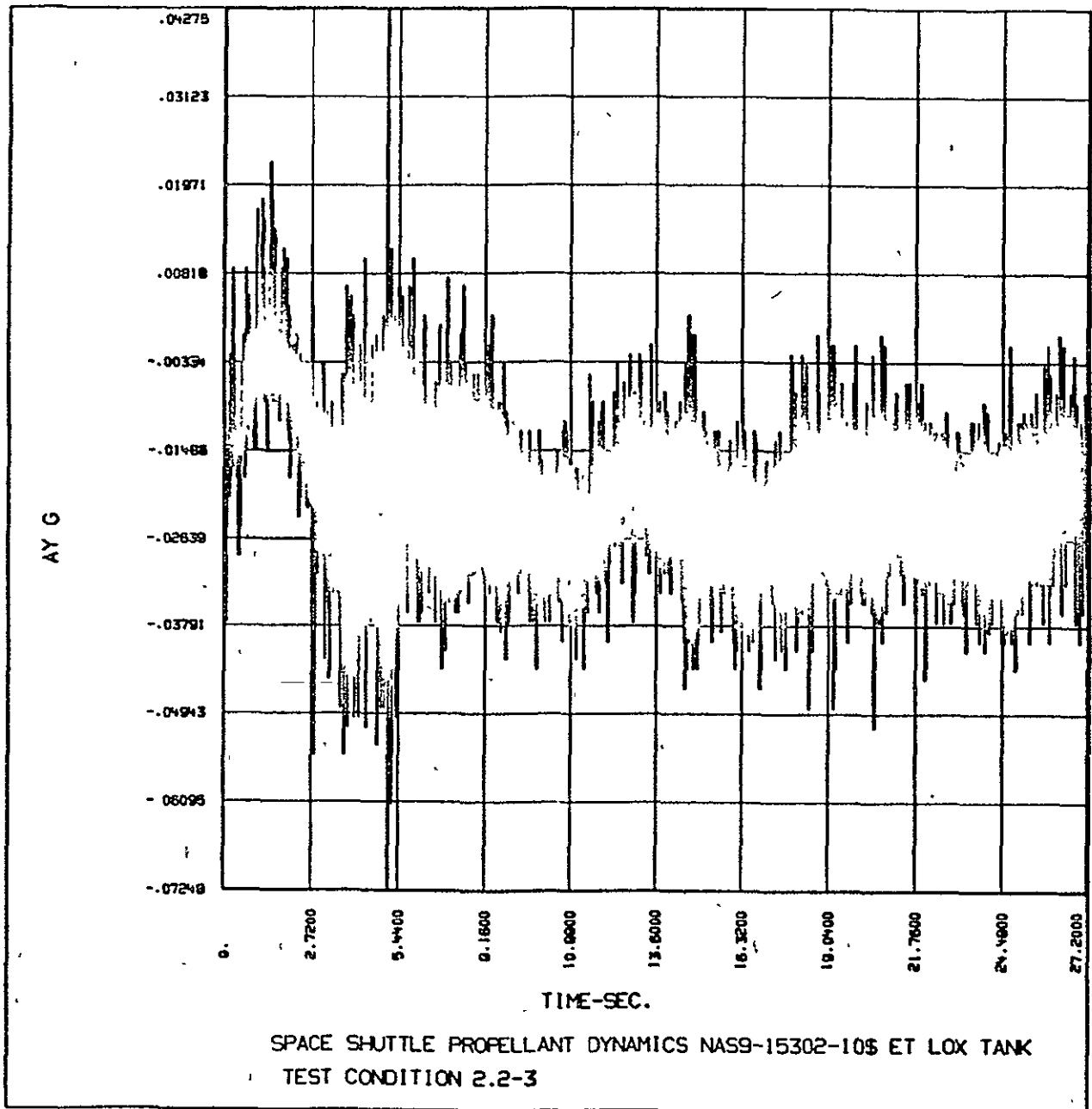


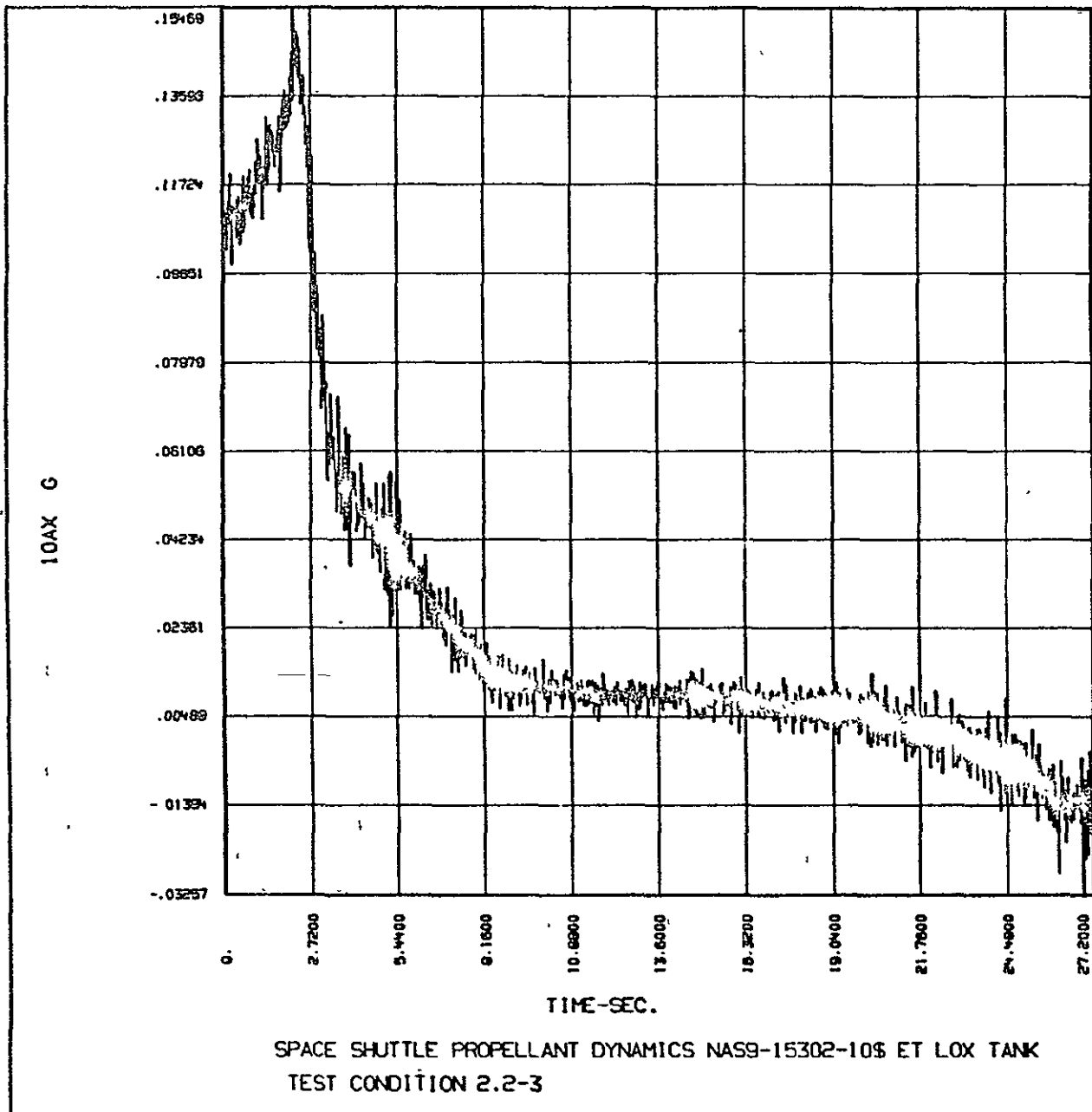
A-100

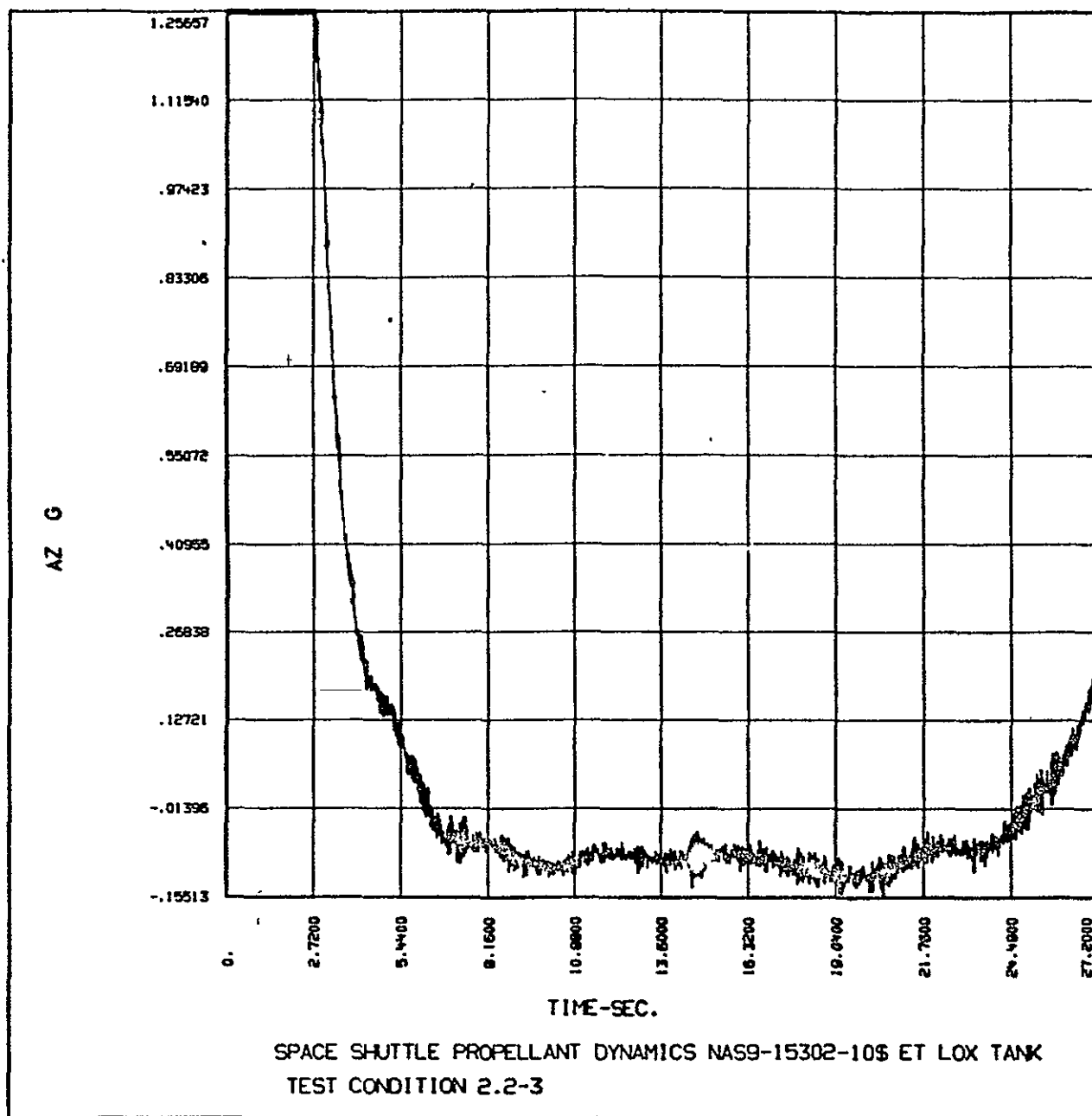


A-101

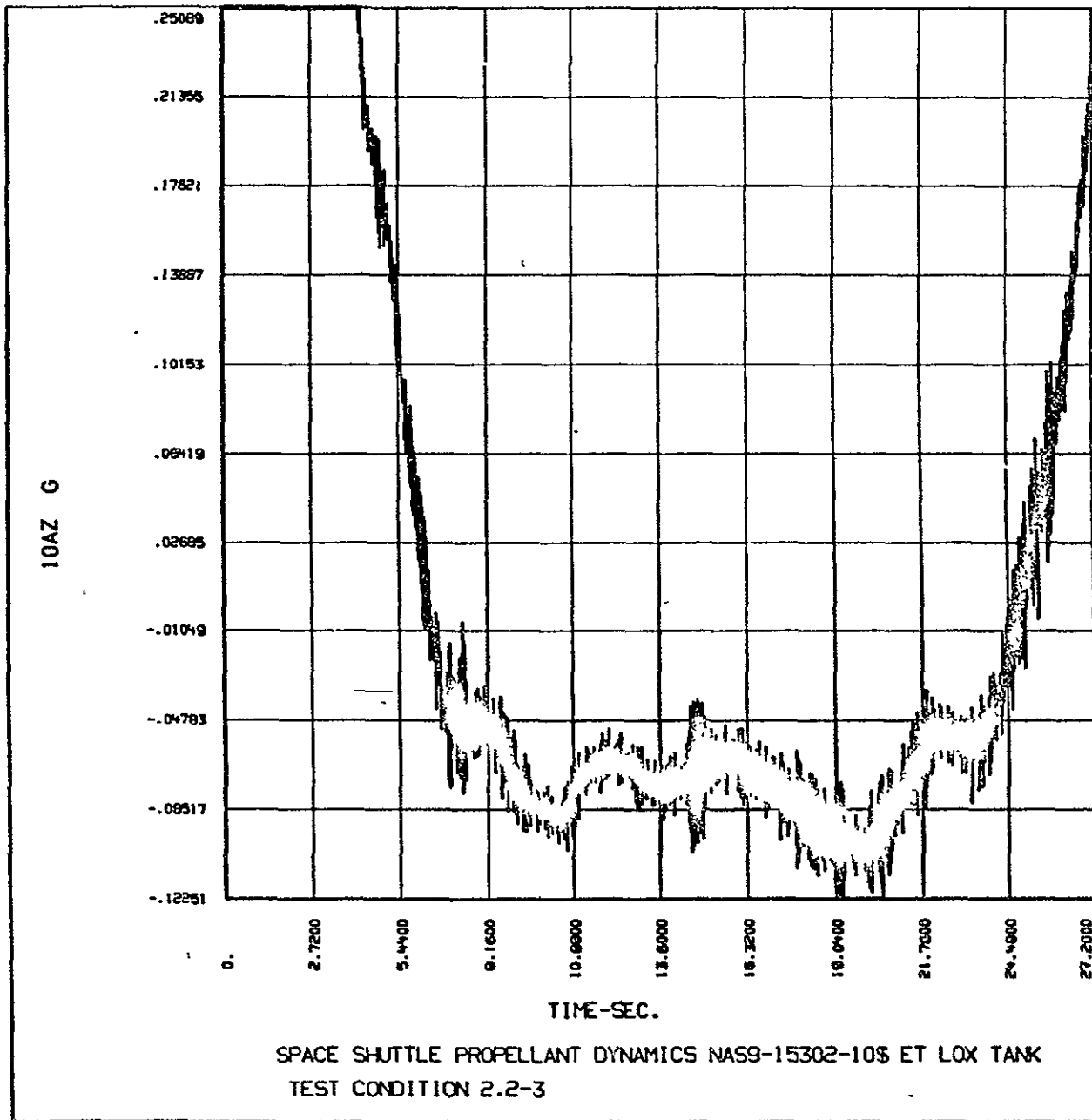




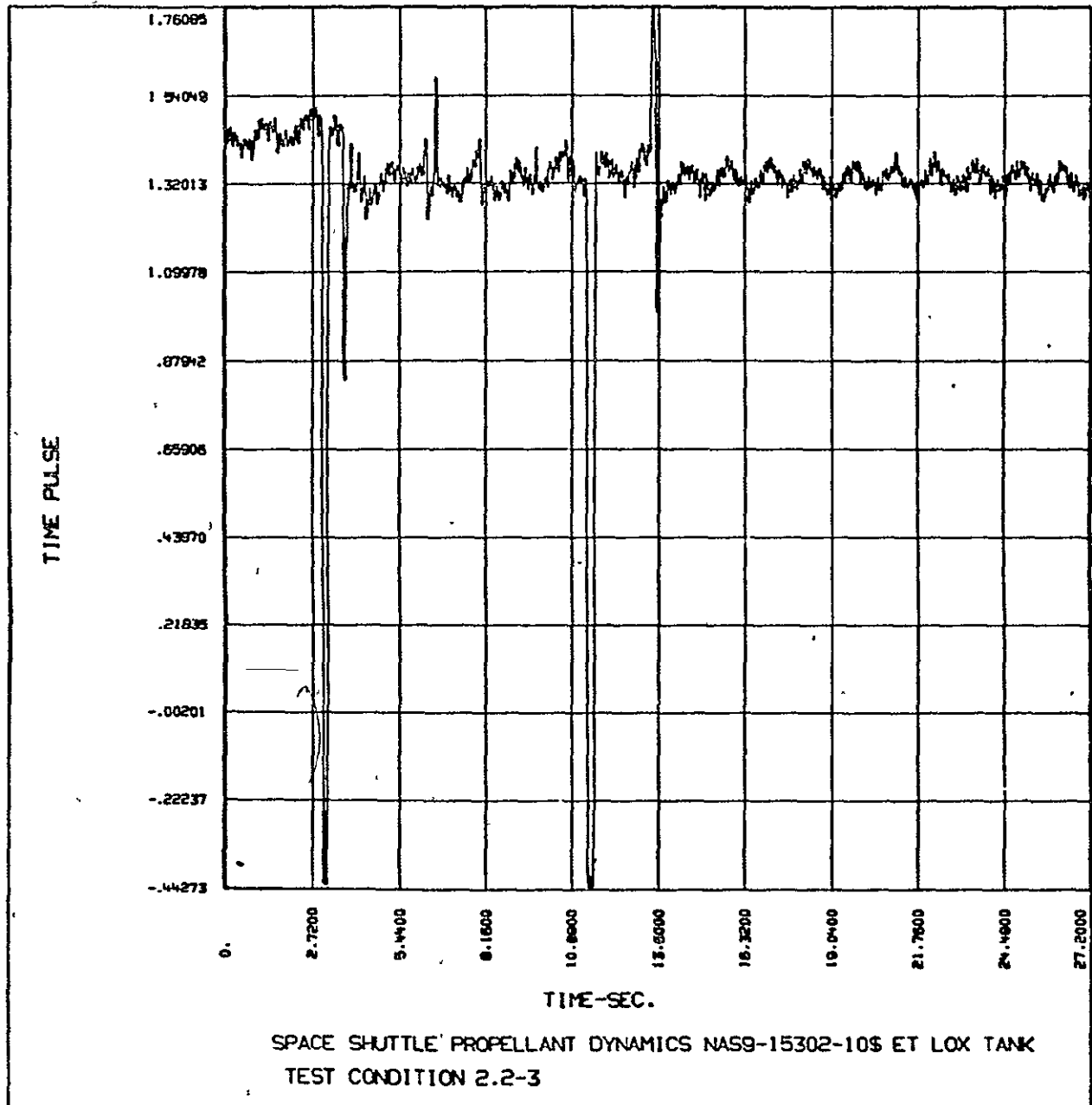




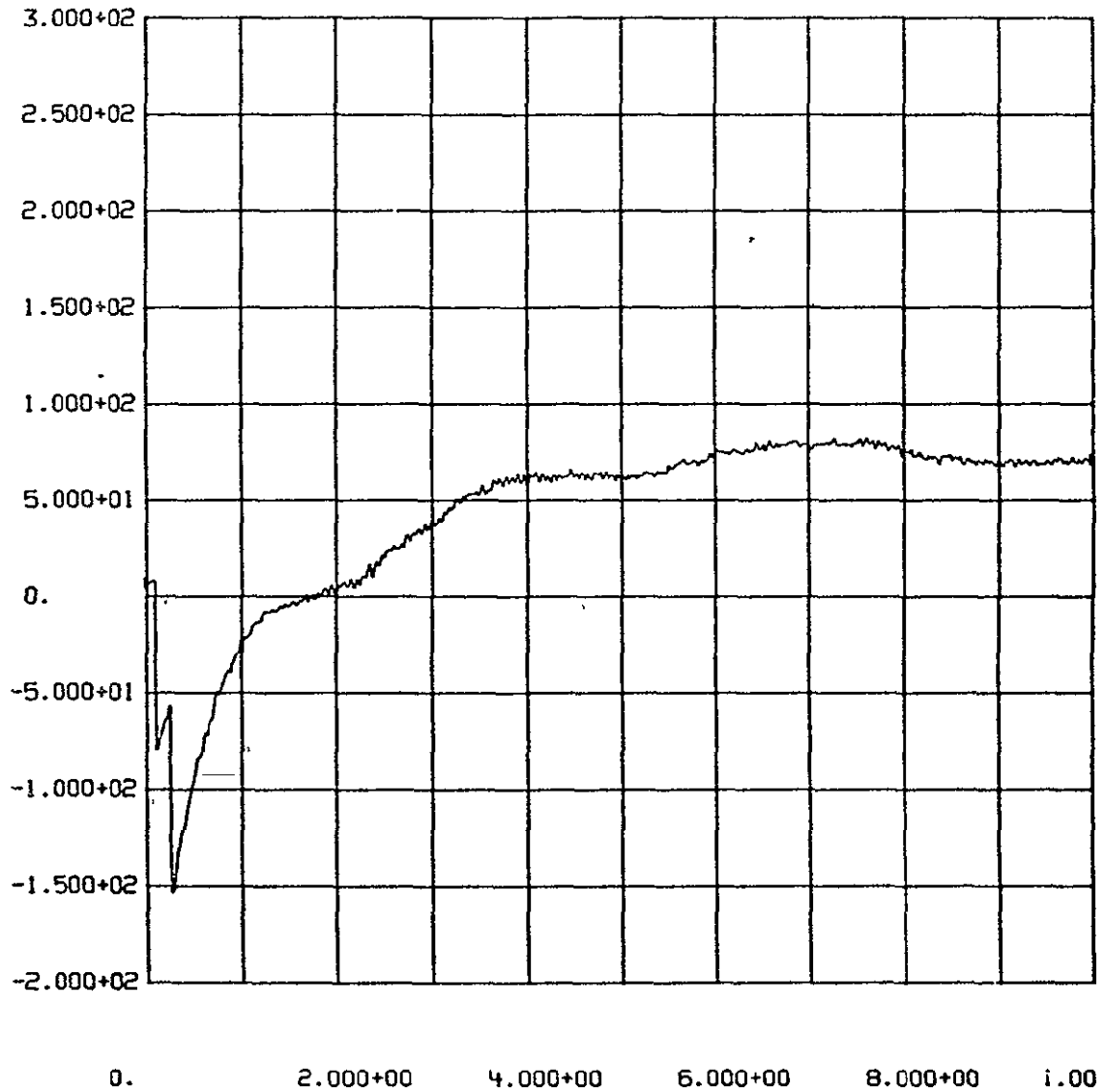
A-105



A-106



A-107



Z-LOAD

VS

TIME

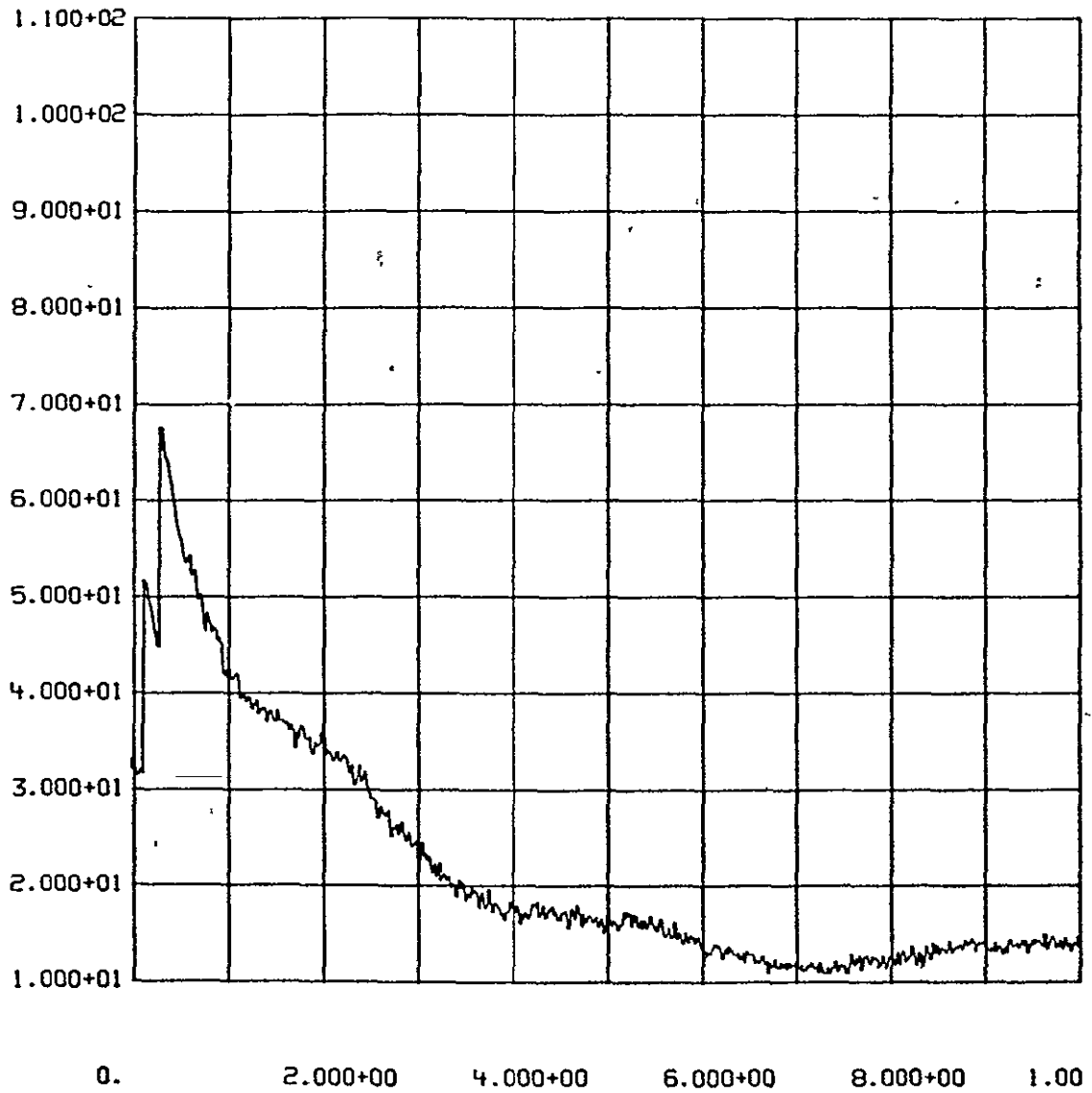
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.2-3 * UNFILT *

A-108



Y-LOAD

VS

TIME

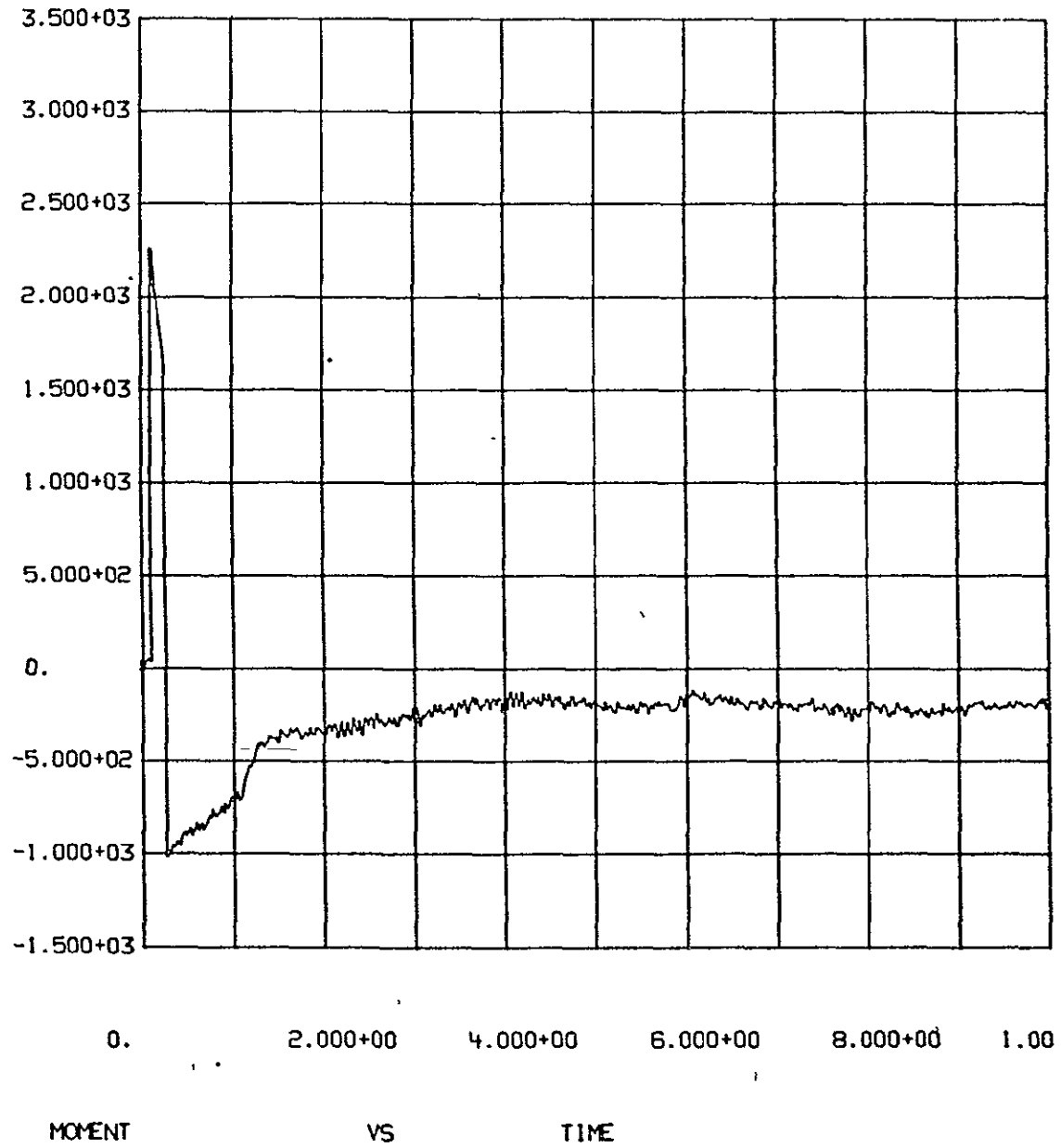
1

FLT 2

03N078

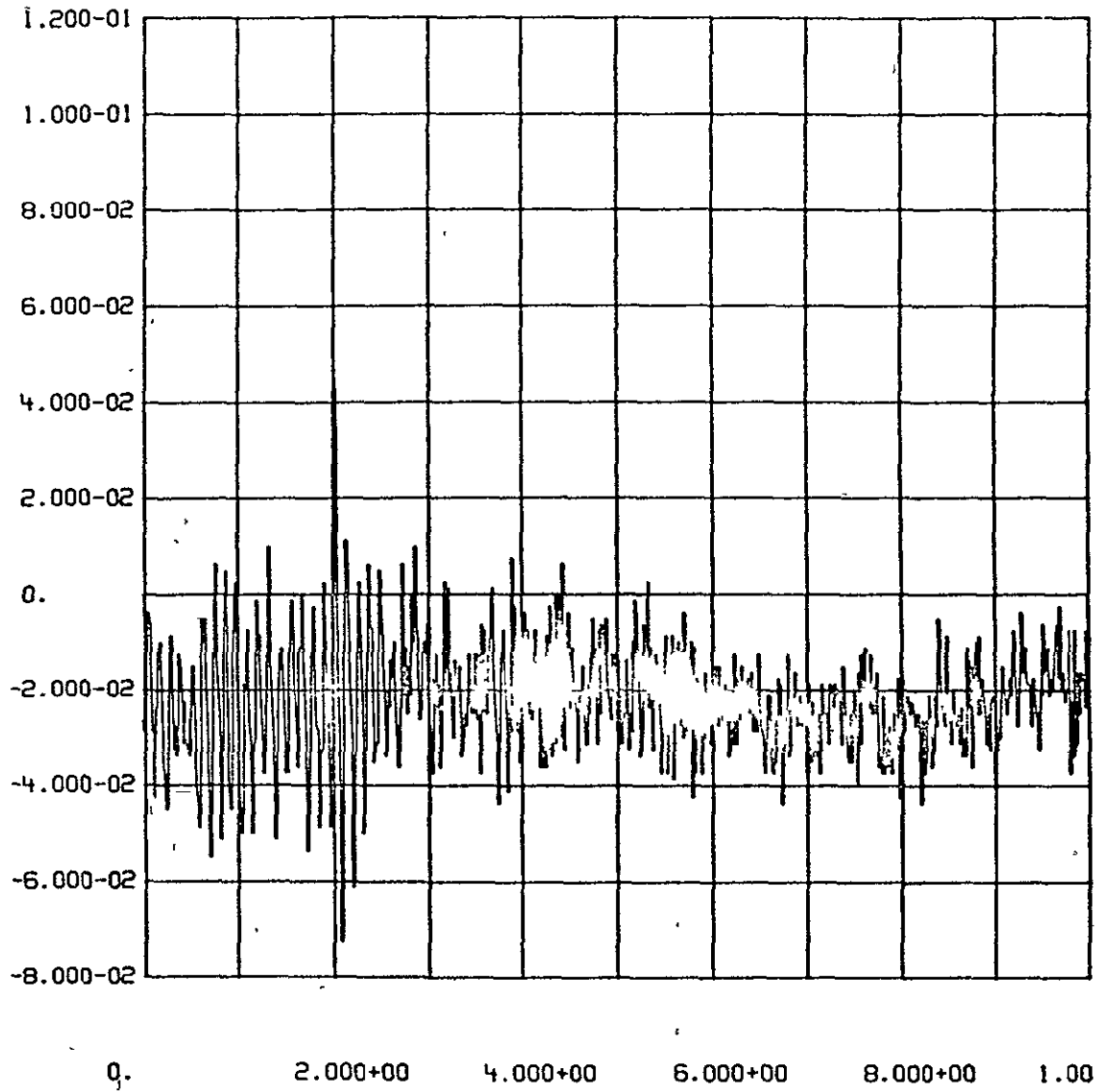
FLIGHT 2 TEST CONDITION 2.2-3 • UNFILT •

A-109



1 FLT 2 03N078 FLIGHT 2 TEST CONDITION 2.2-3 * UNFILT *

A-110



AC YAC

VS

TIME

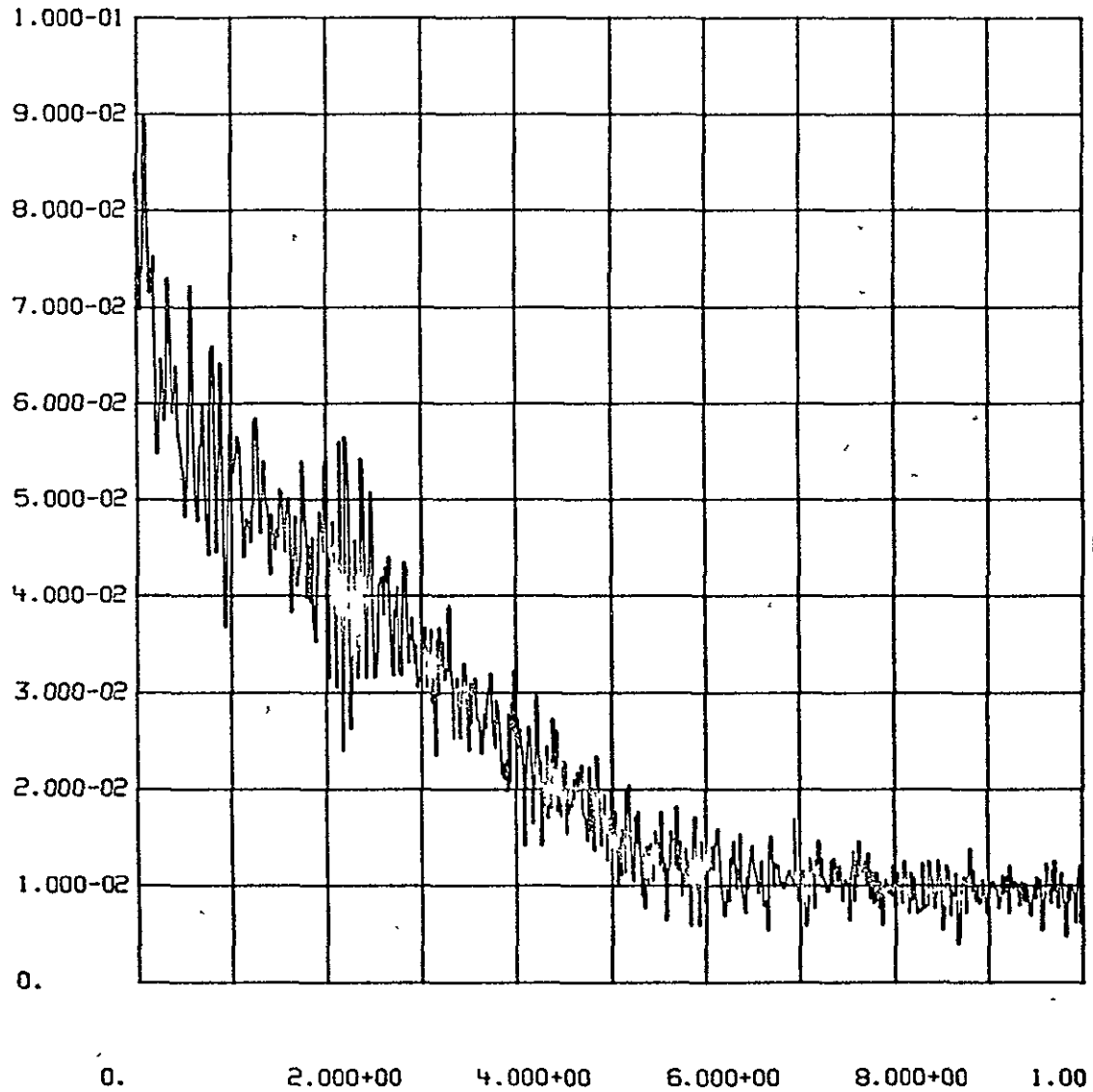
.1

FLT 2

03NO78

FLIGHT 2 TEST CONDITION 2.2-3 * UNFILT *

A-111



AC XAC

VS

TIME

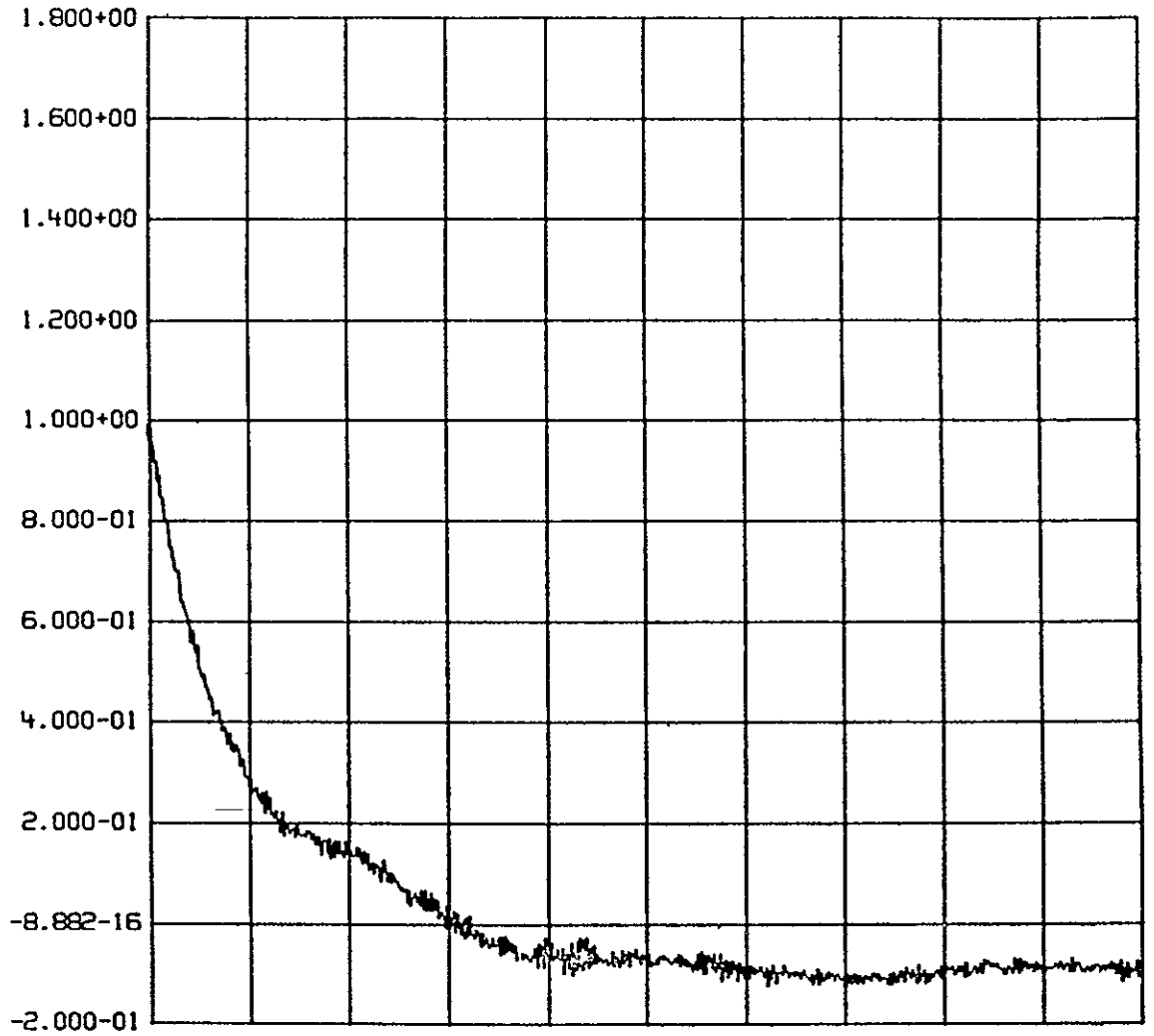
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.2-3 * UNFLT *

A-112



AC ZAC

VS

TIME

1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.2-3 * UNFLT *

Test Data Condition 2.3-3

Baffles

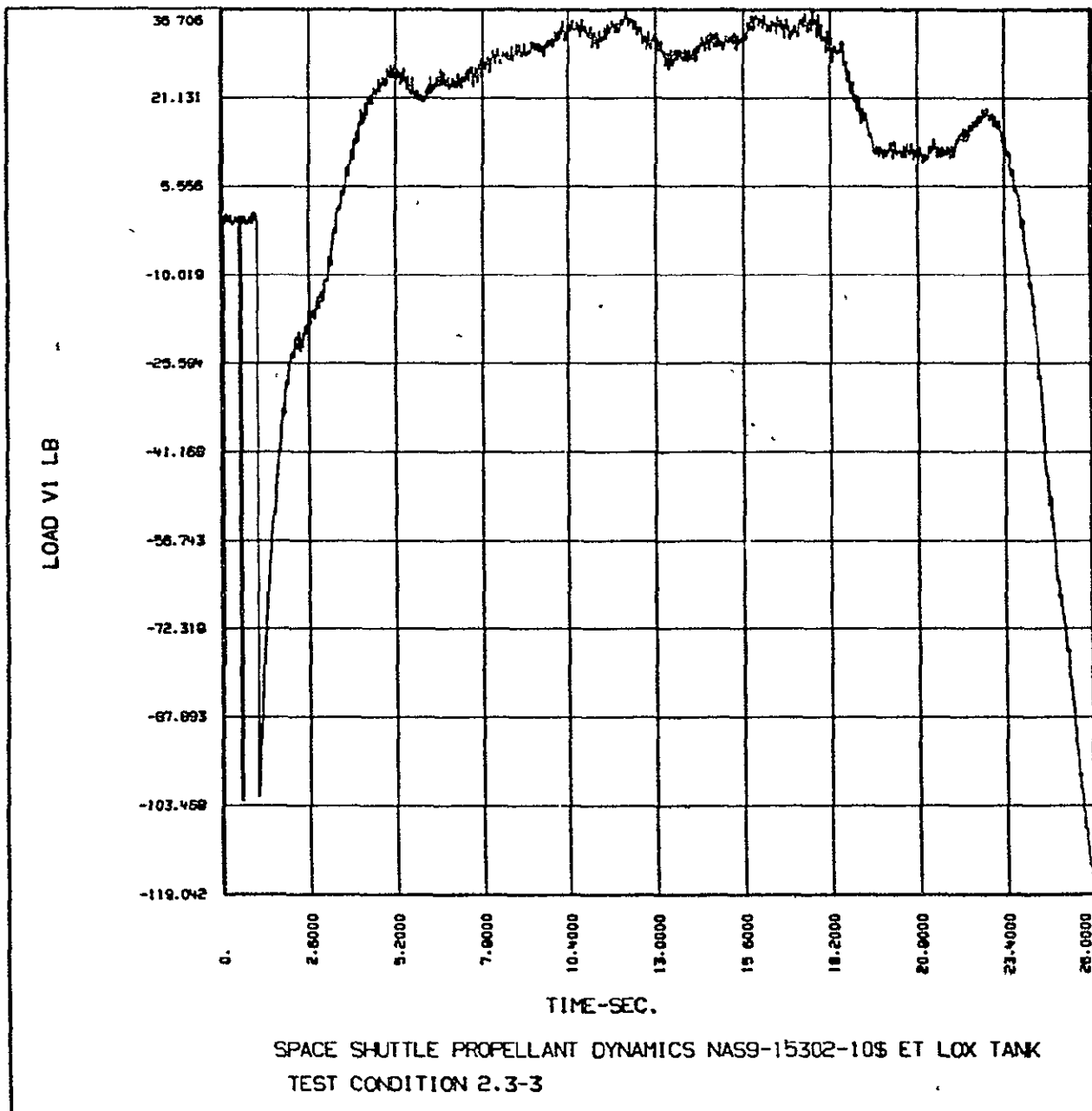
Test Fluid — FC 113

Orientation — 13°

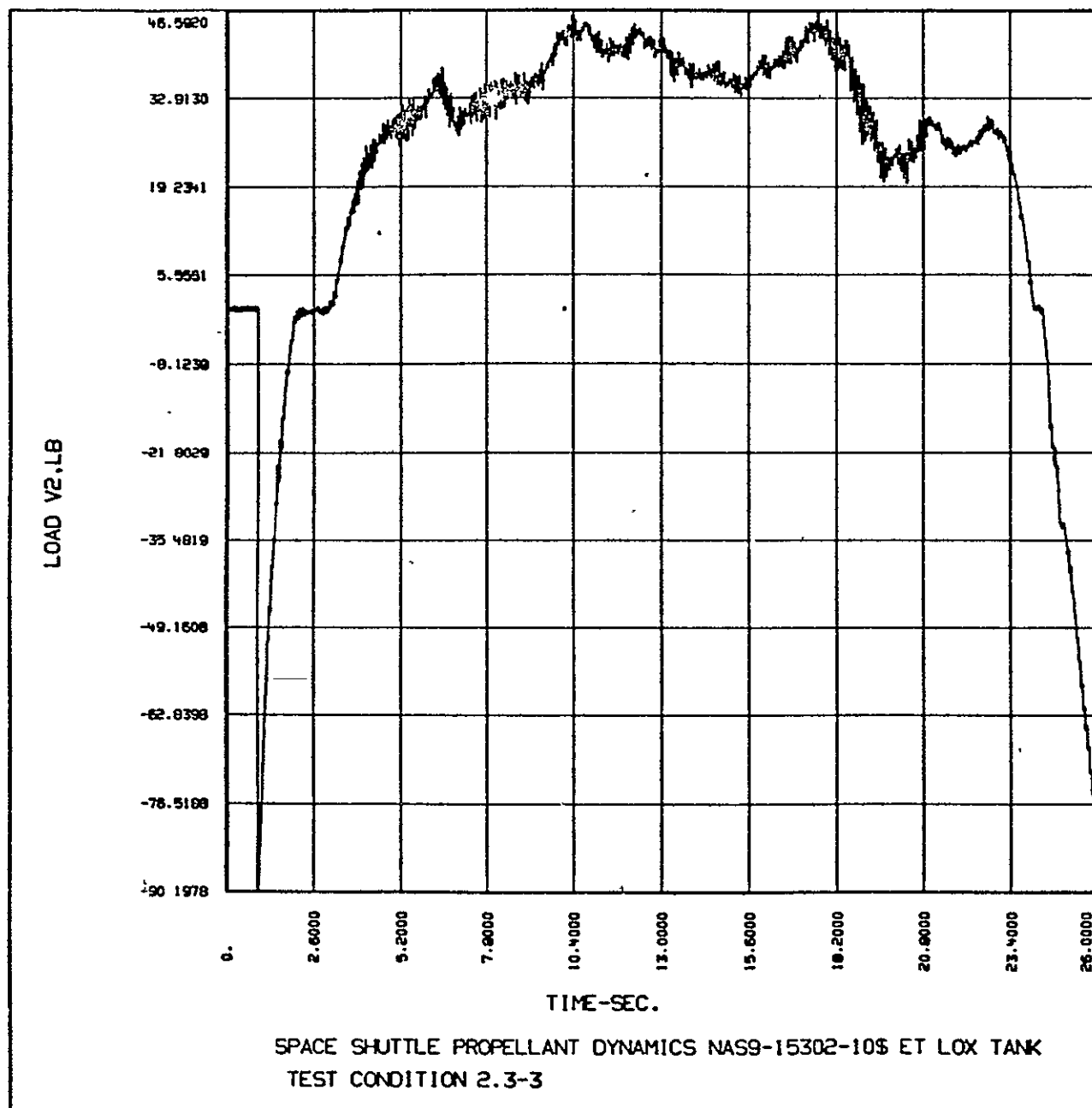
Fill Volume — 10%

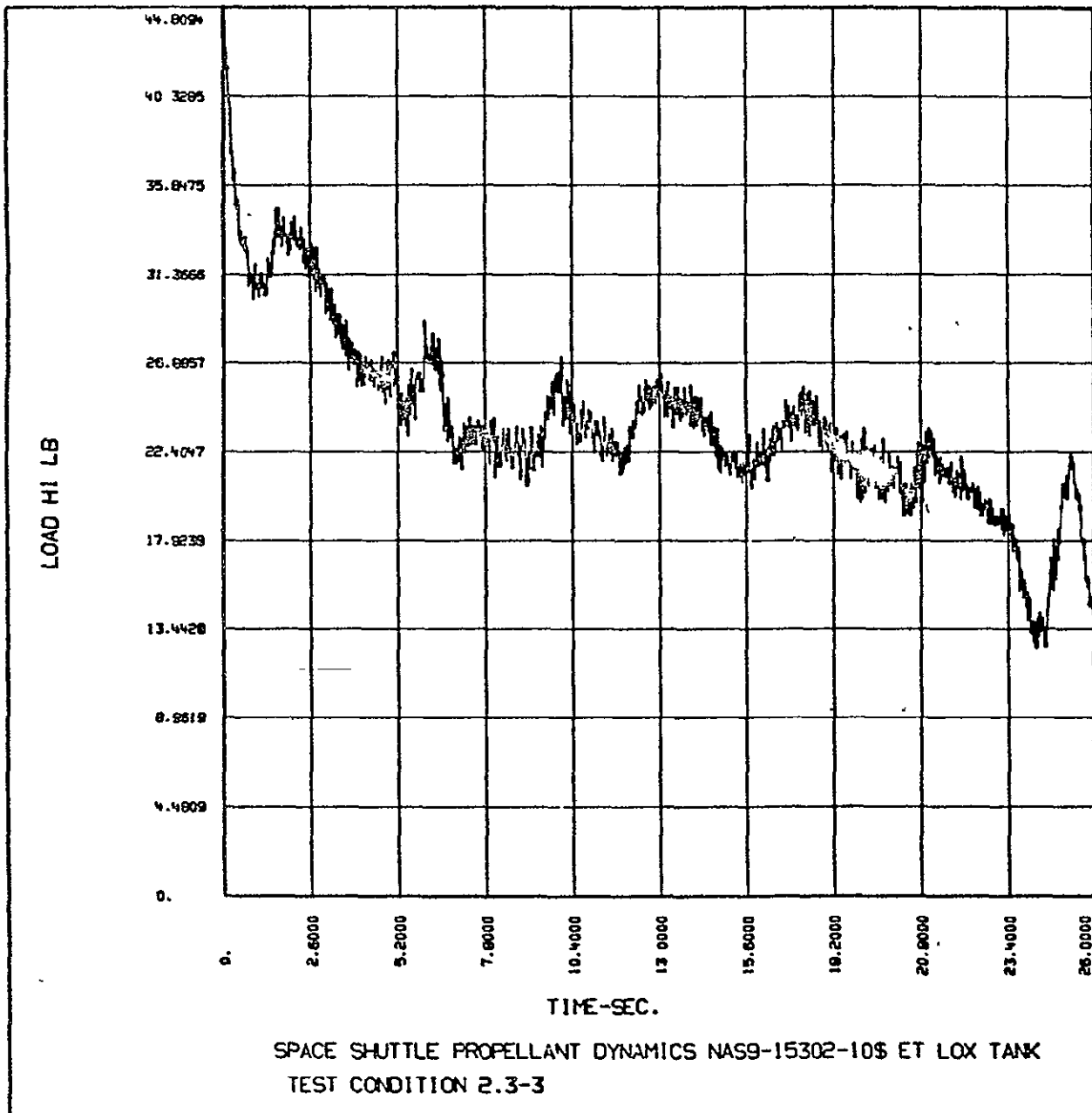
Target Acceleration — 0.1 g

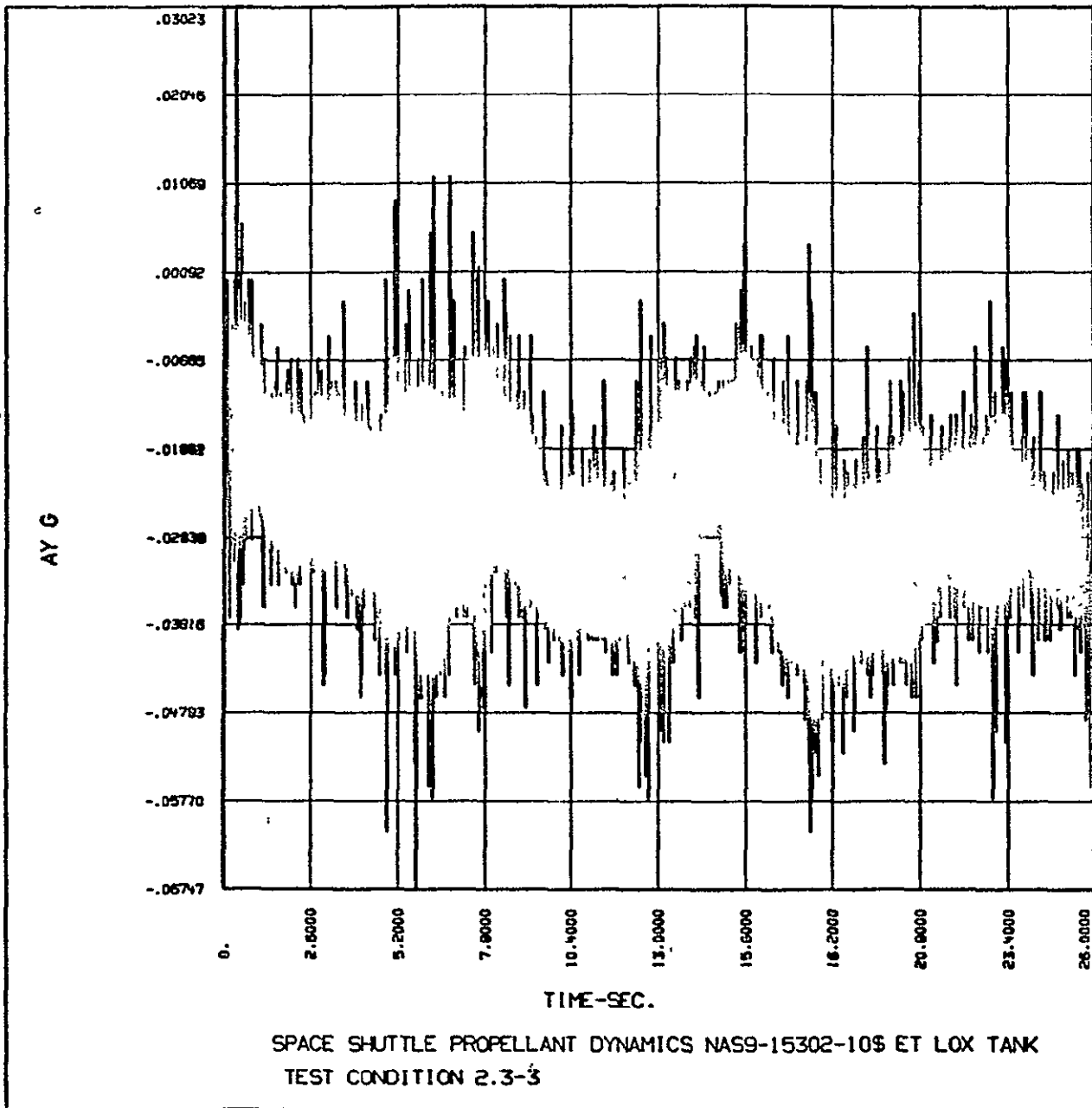
A-113

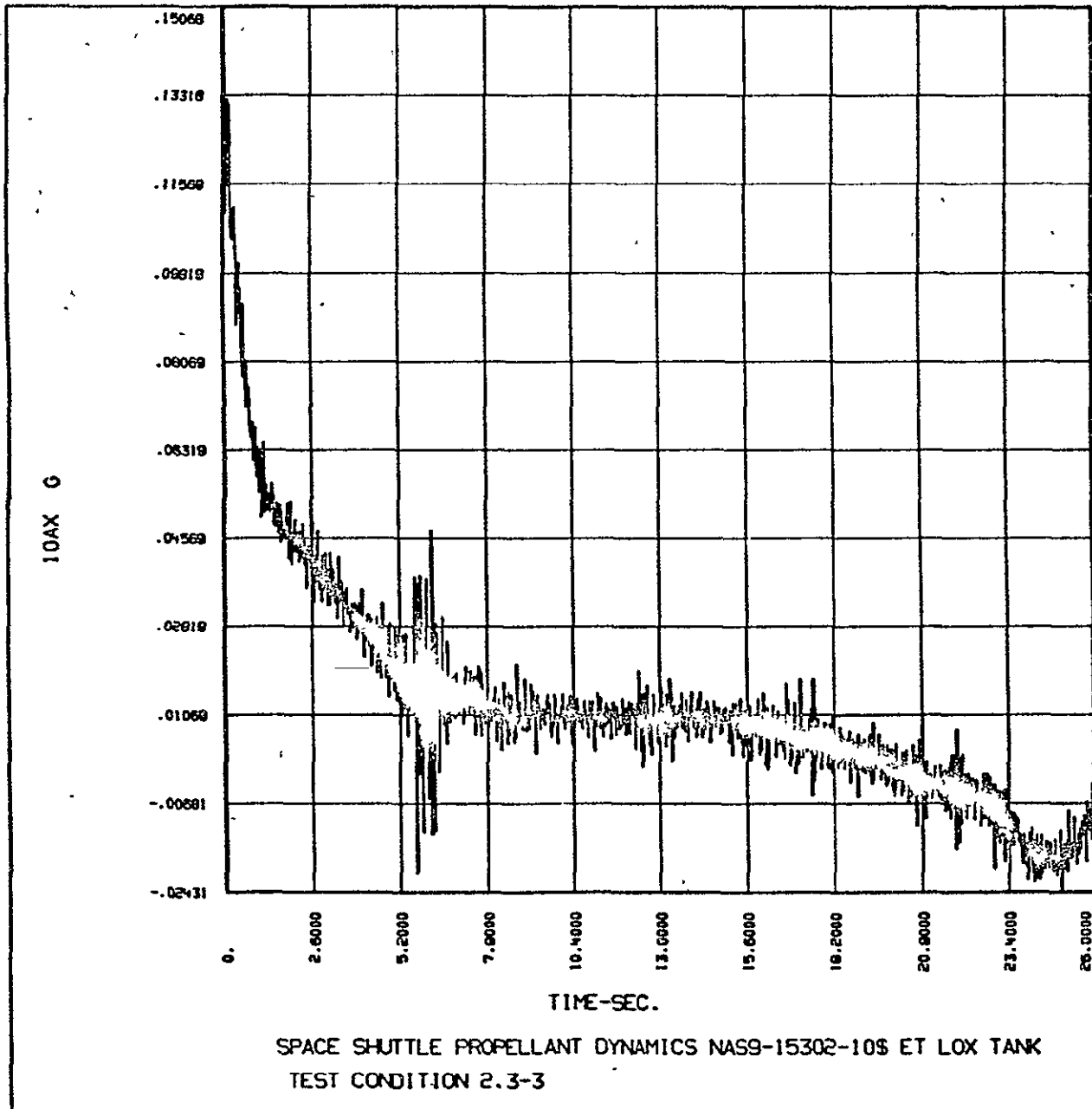


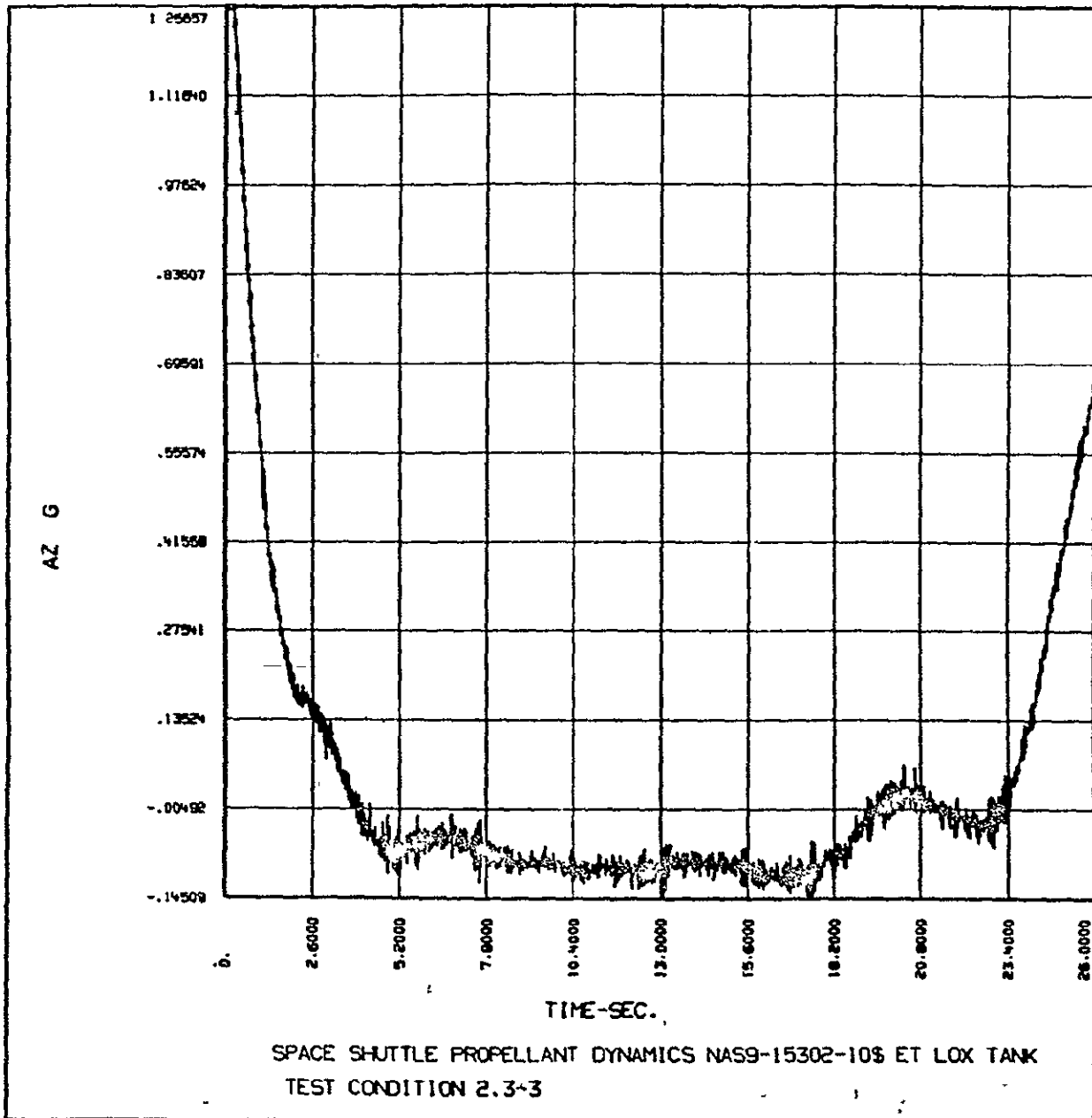
A-114



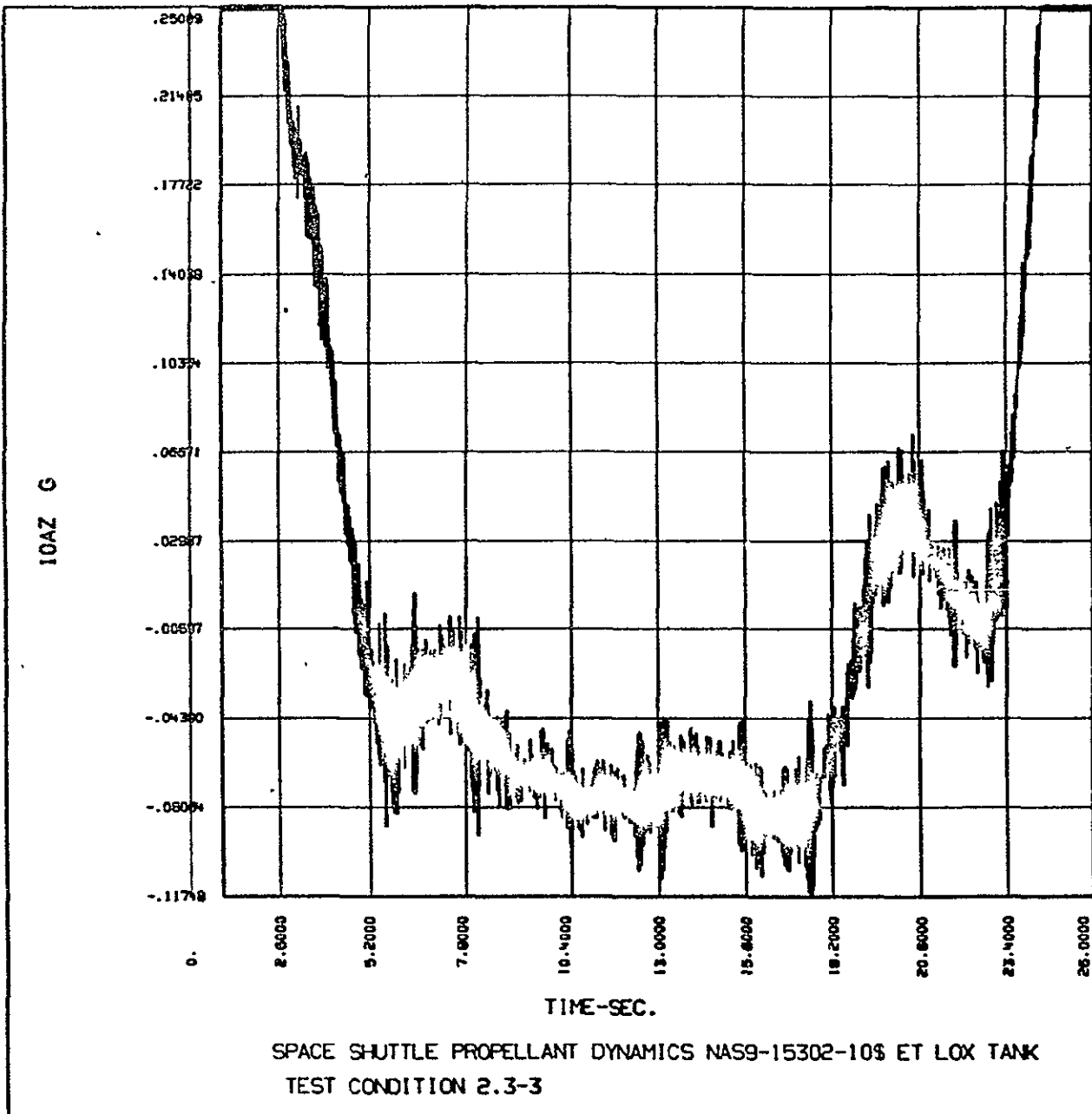




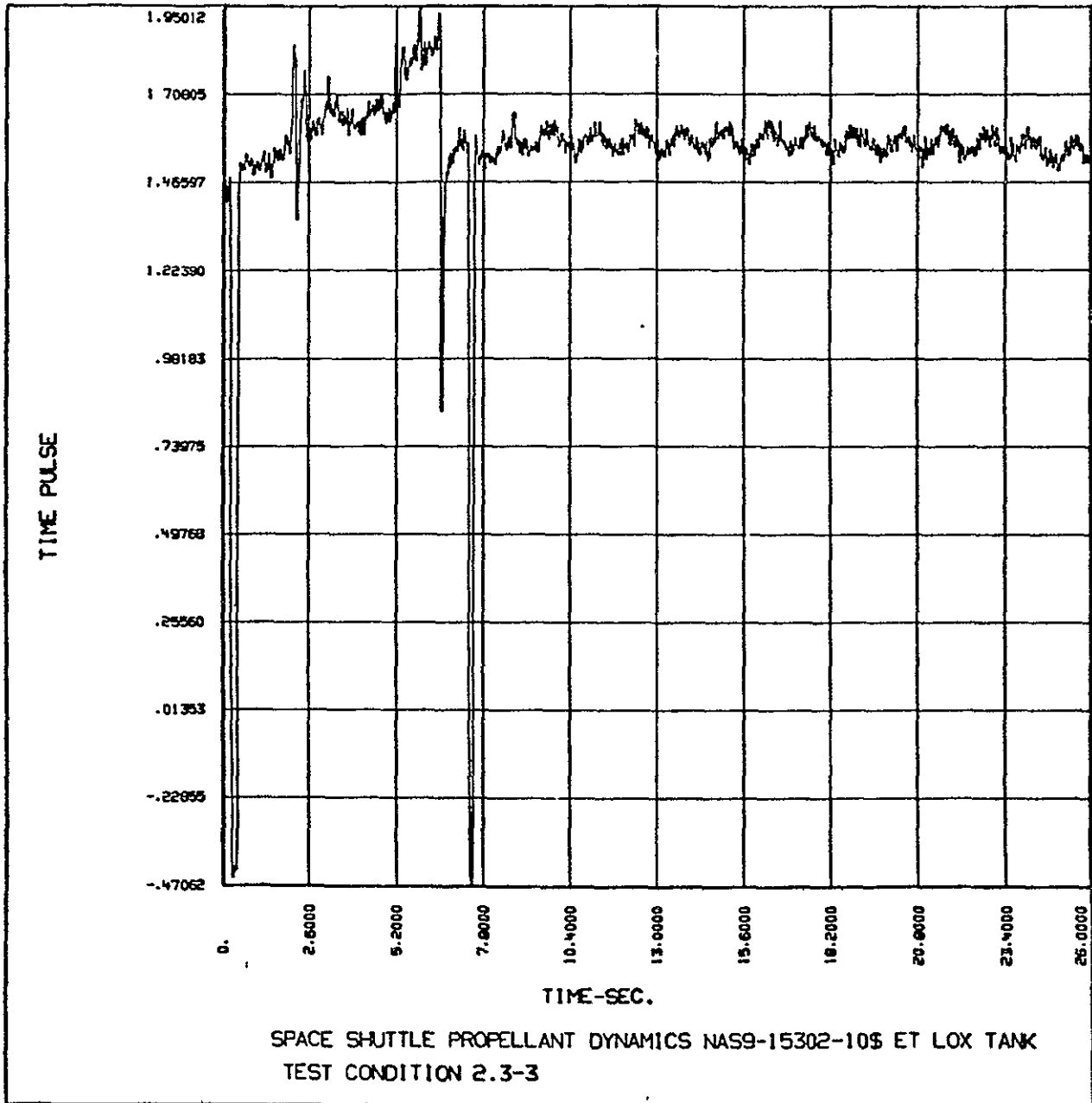




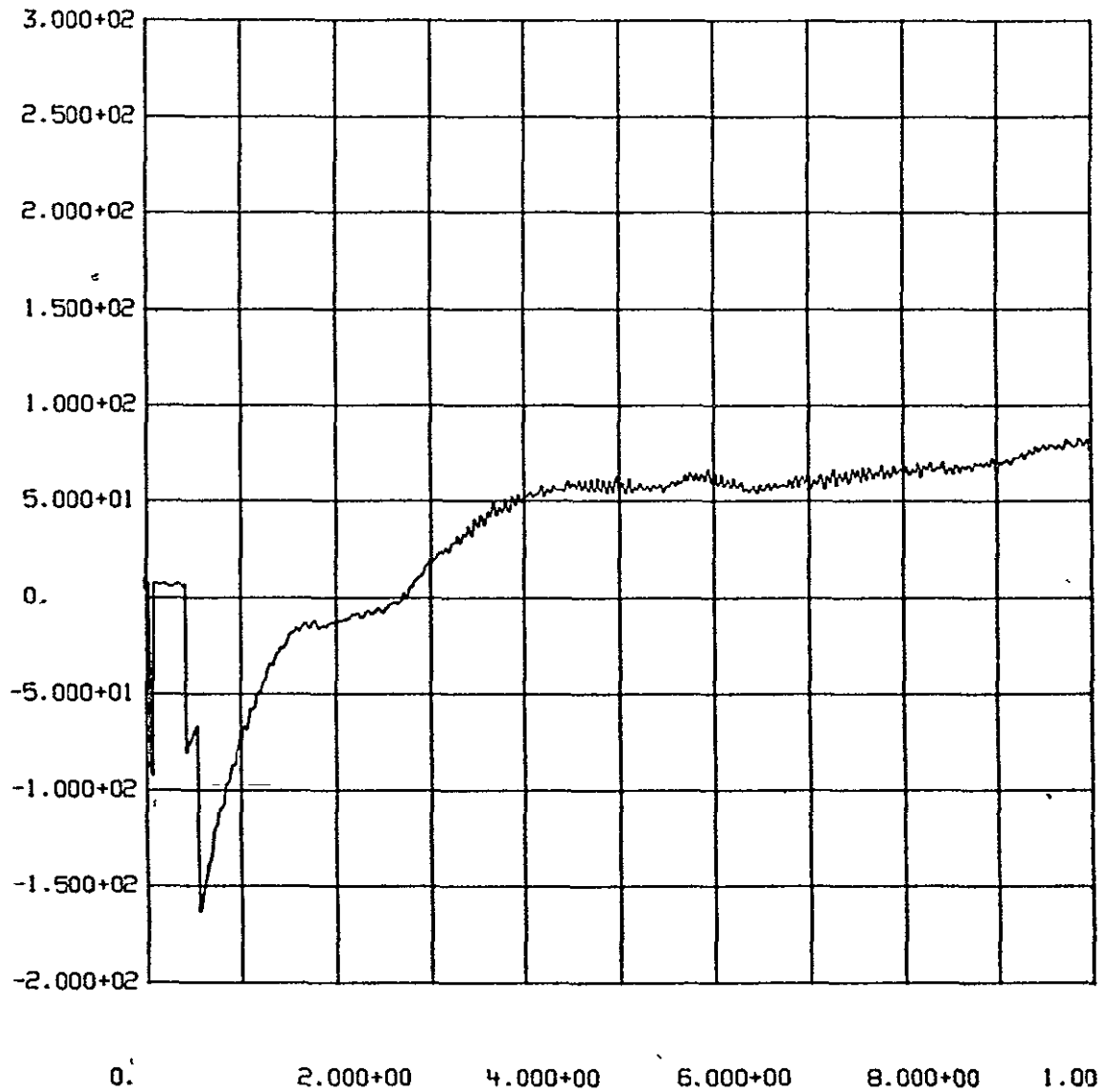
A-119



A-120



A-121



Z-LOAD

VS

TIME

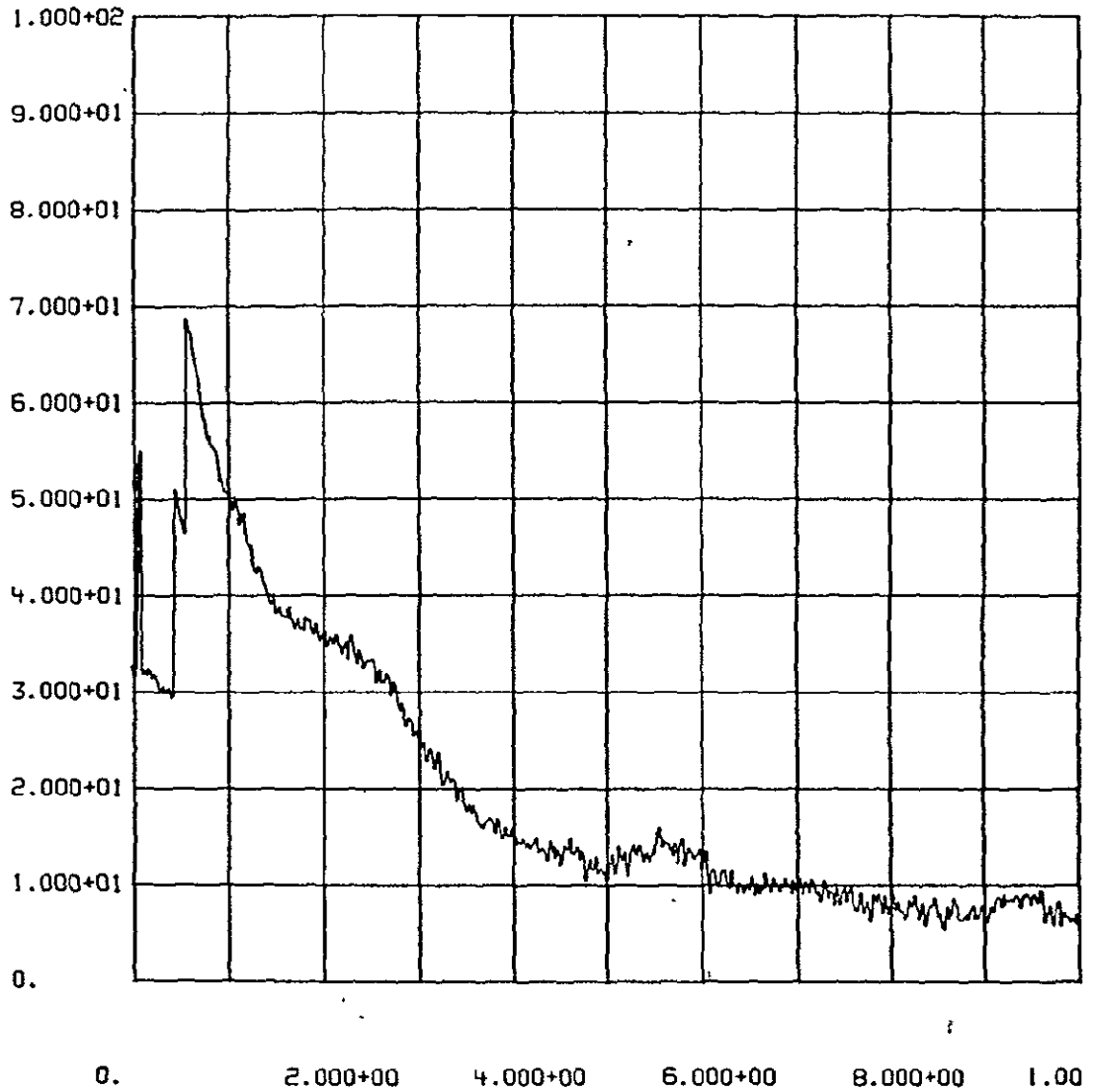
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.3-3 * UNFLT *

A-122



Y-LOAD

VS

TIME

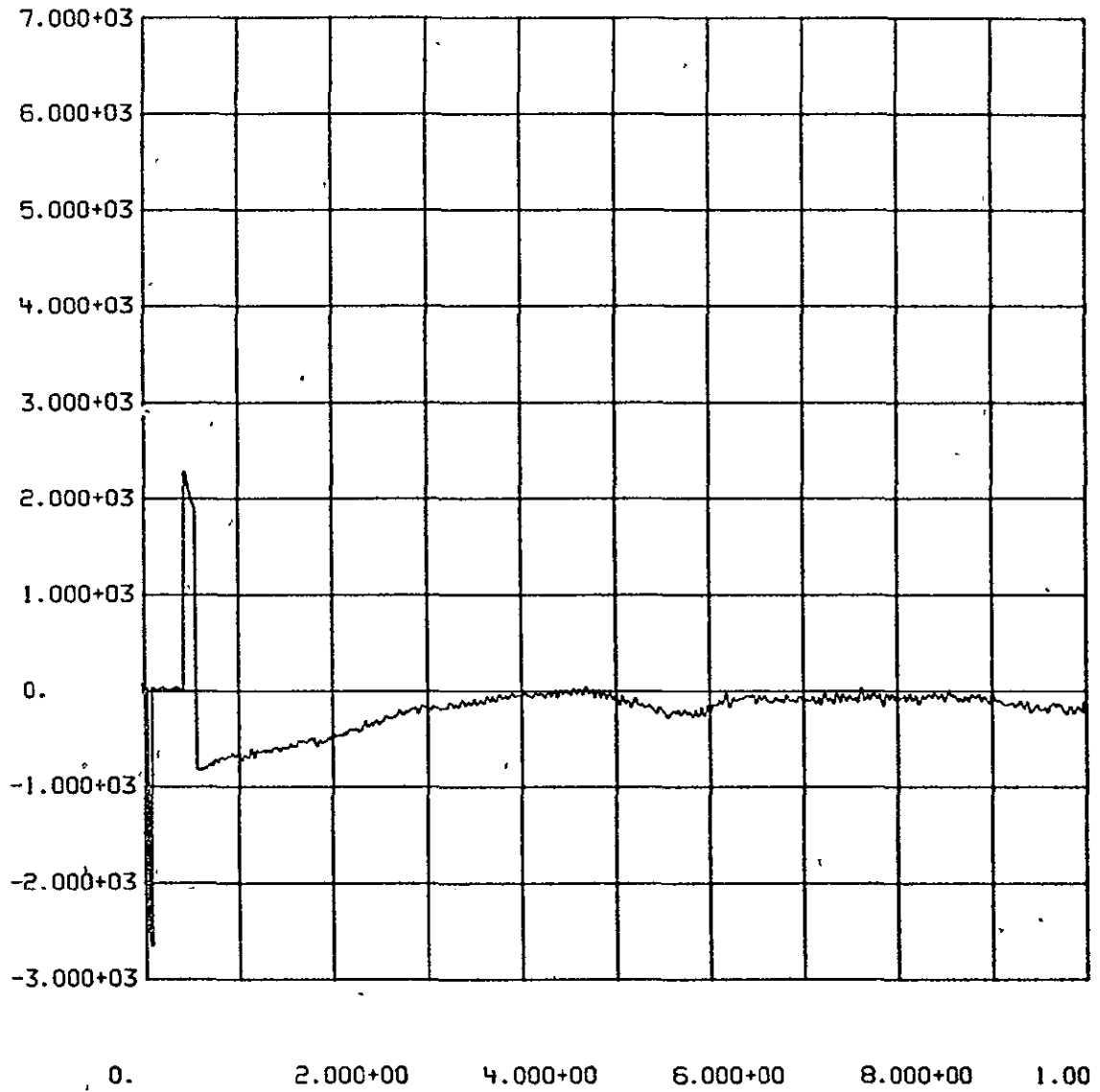
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.3-3 • UNFILT •

A-123



MOMENT

VS

TIME

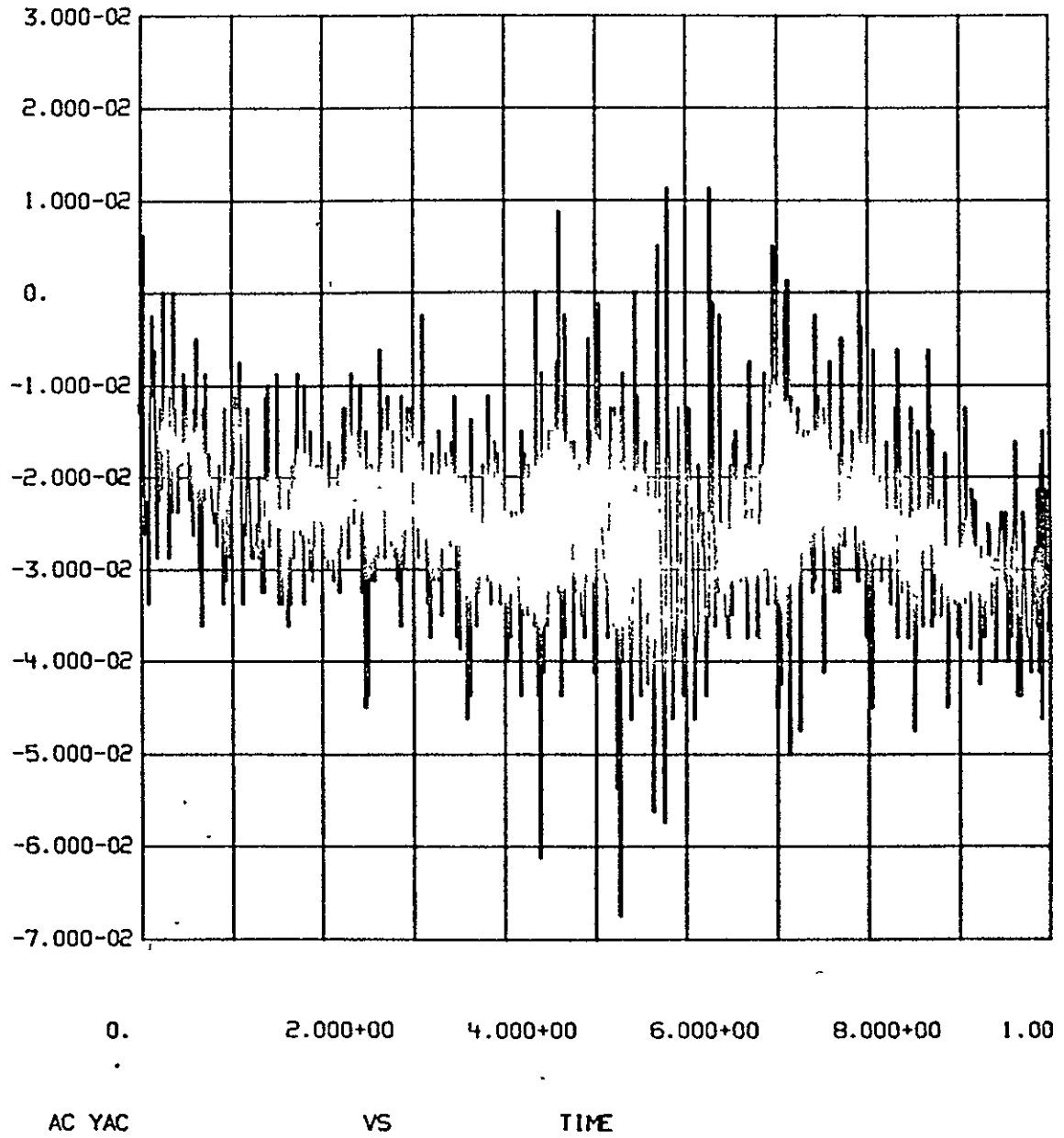
1

FLT 2

03N078

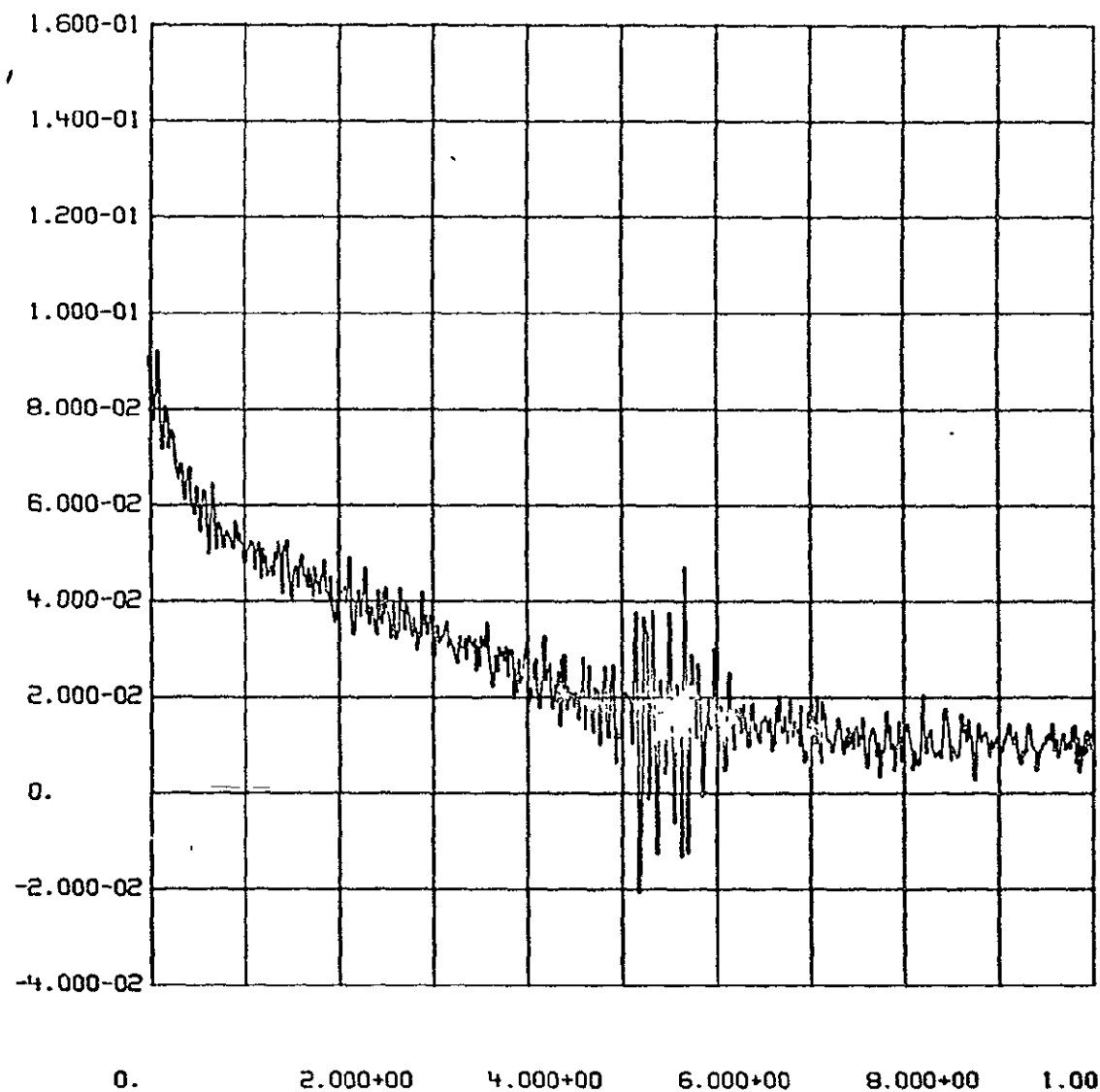
FLIGHT 2 TEST CONDITION 2.3-3 * UNFILT *

A-124



1 FLT 2 03N078 FLIGHT 2 TEST CONDITION 2.3-3 * UNFILT *

A-125



AC XAC

VS

TIME

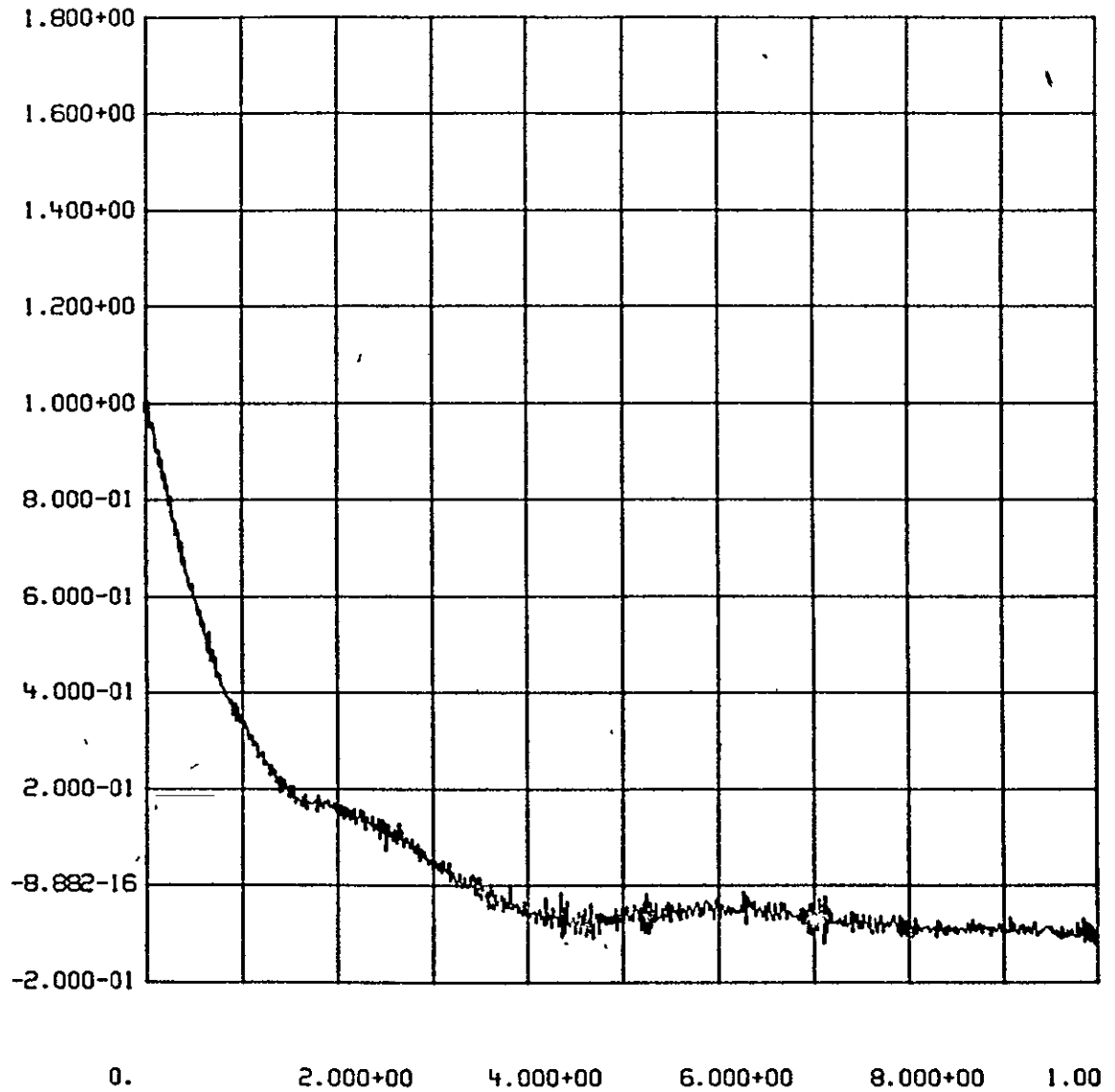
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.3-3 * UNFILT *

A-126



AC ZAC

VS

TIME

1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.3-3 * UNFILT *

Test Data Condition 2.4-2

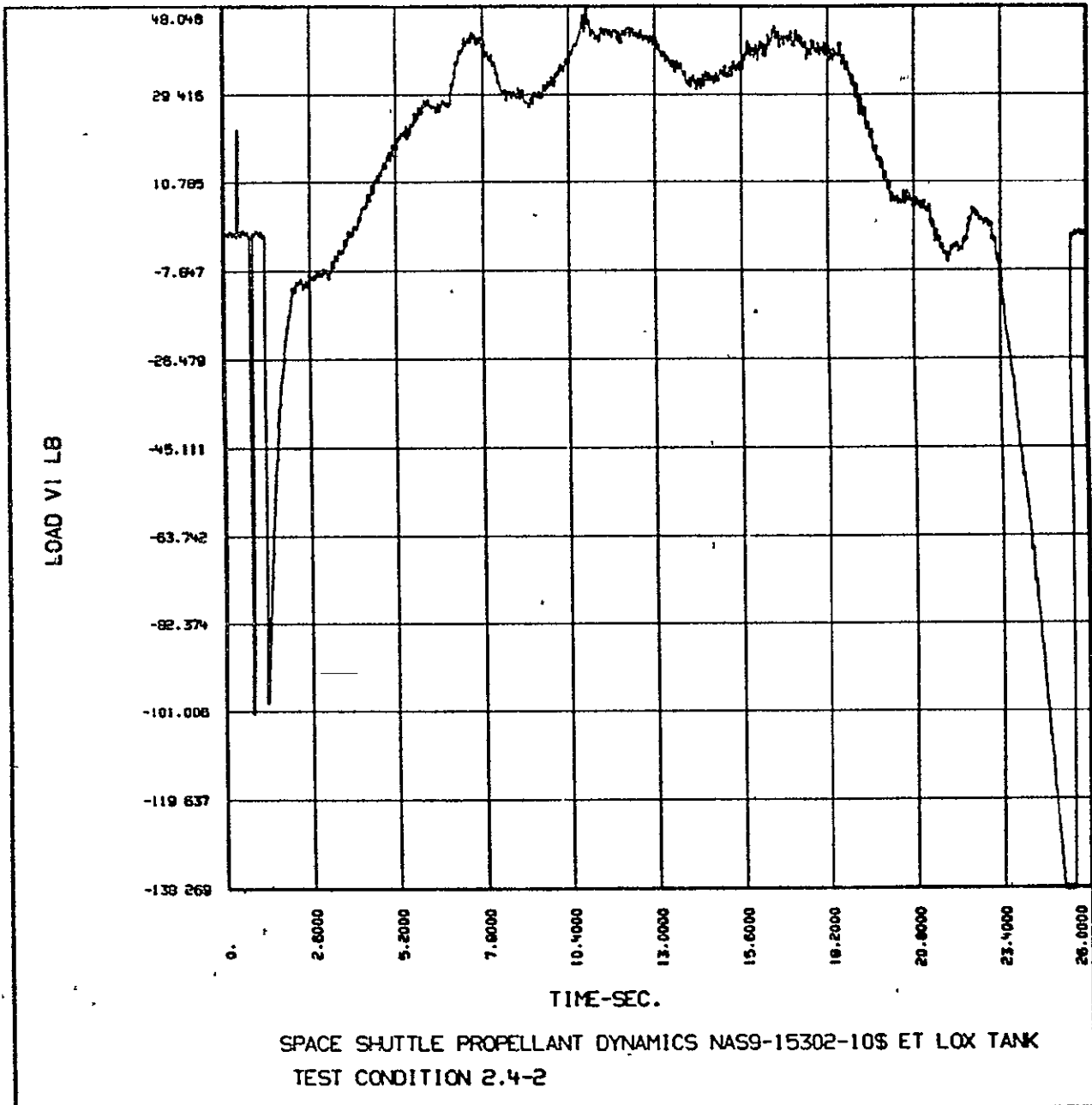
Baffles

Test Fluid – FC 113

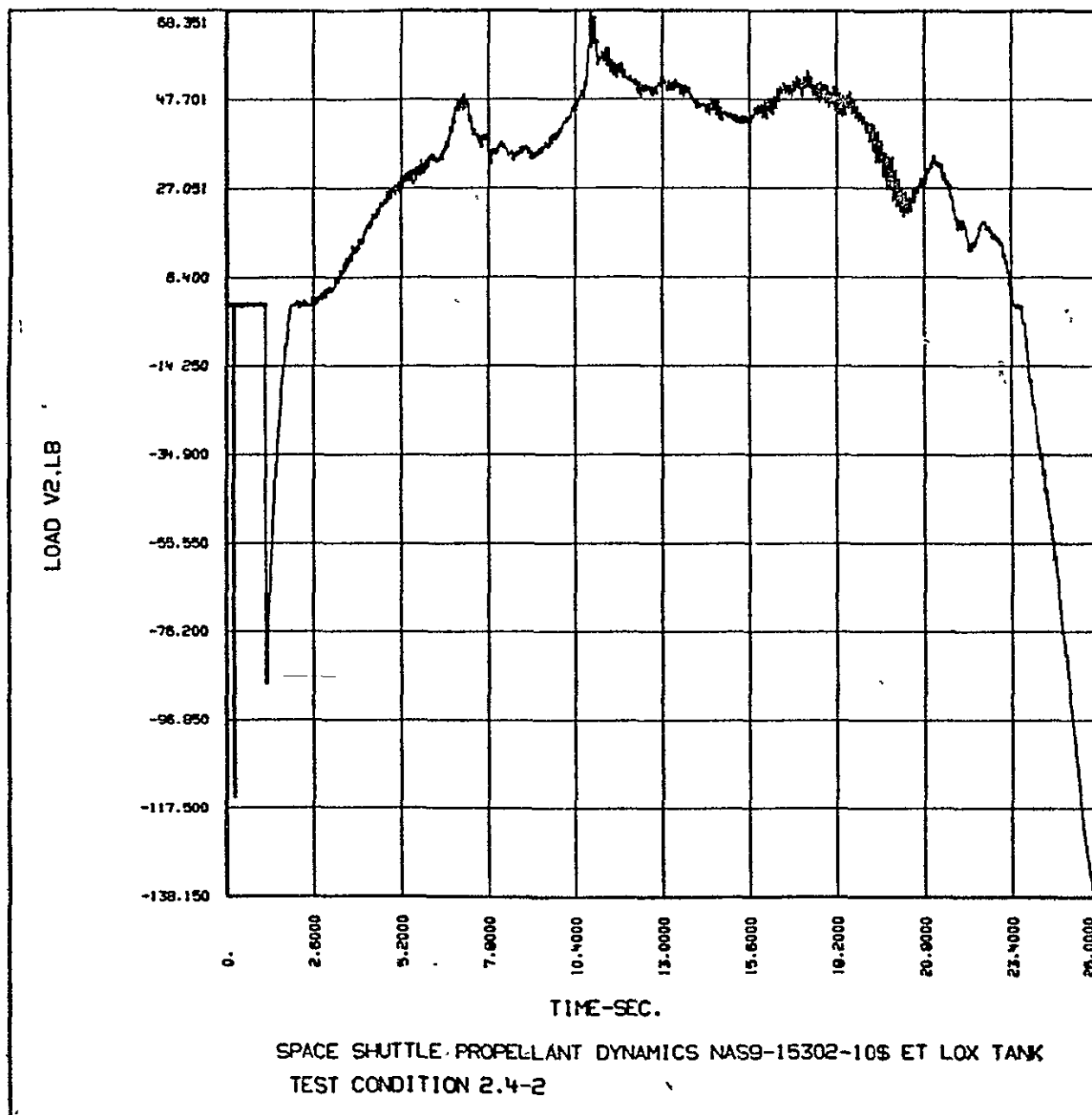
Orientation – 13°

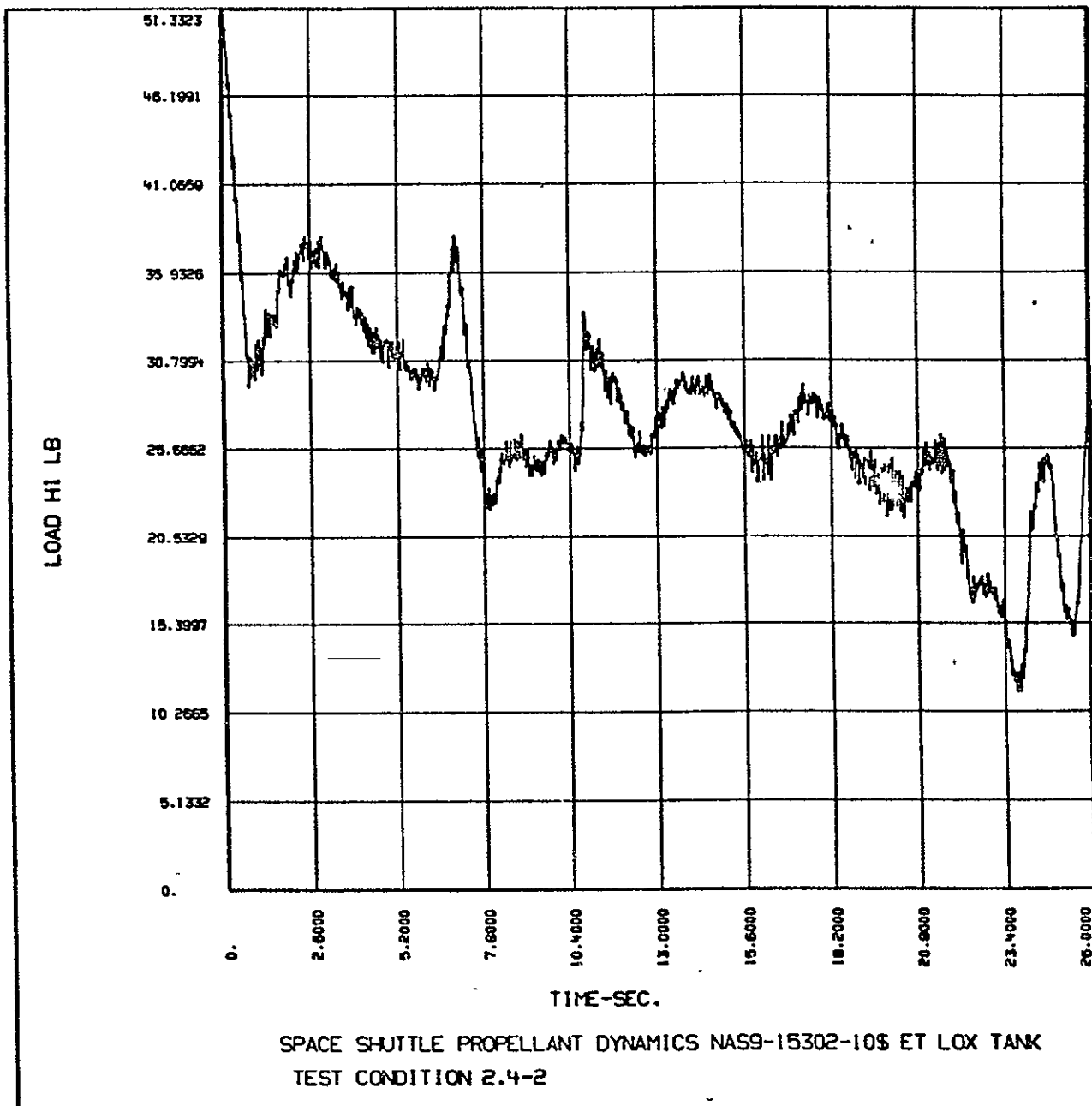
Fill Volume – 15%

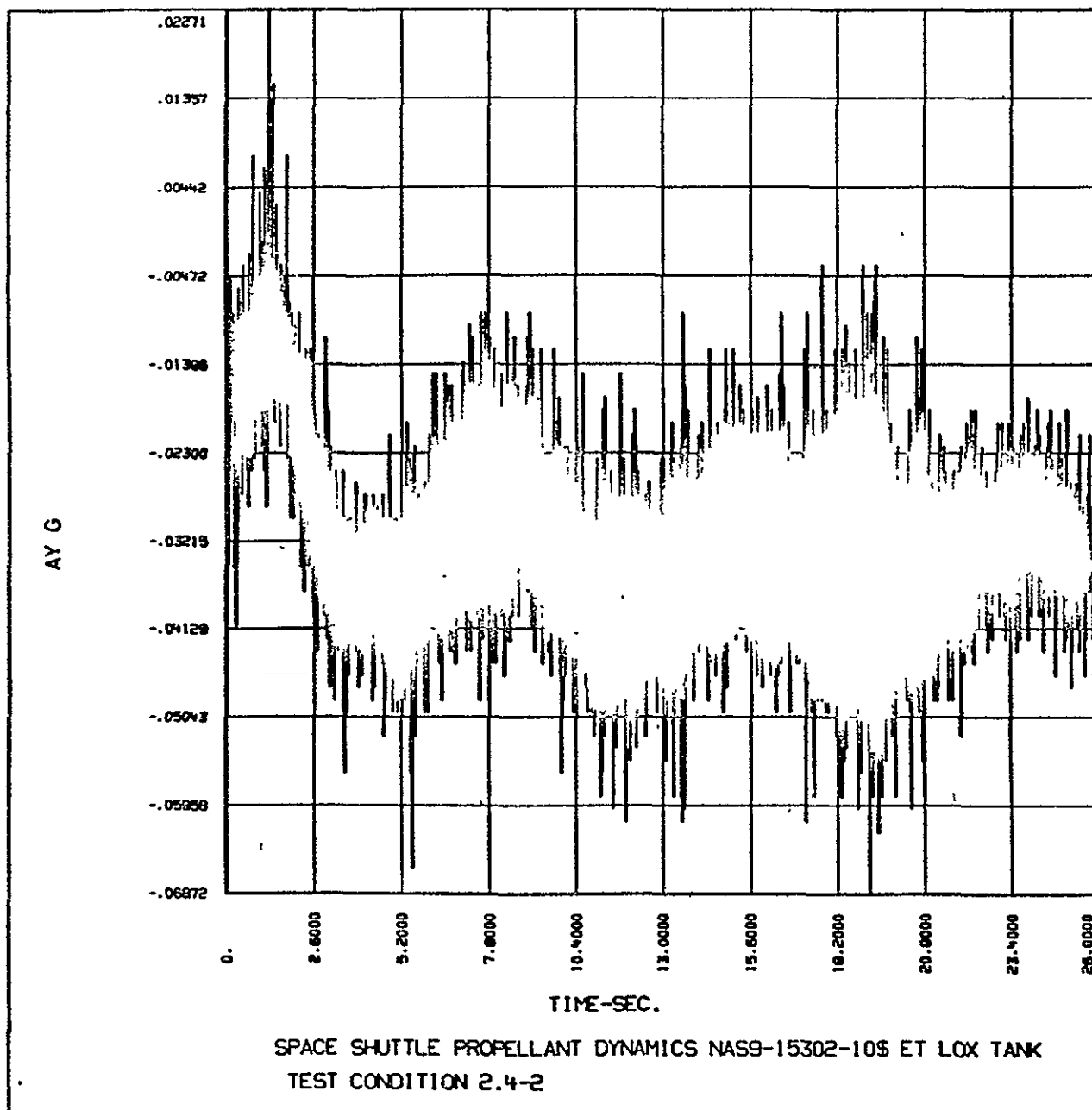
Target Acceleration—0.1 g

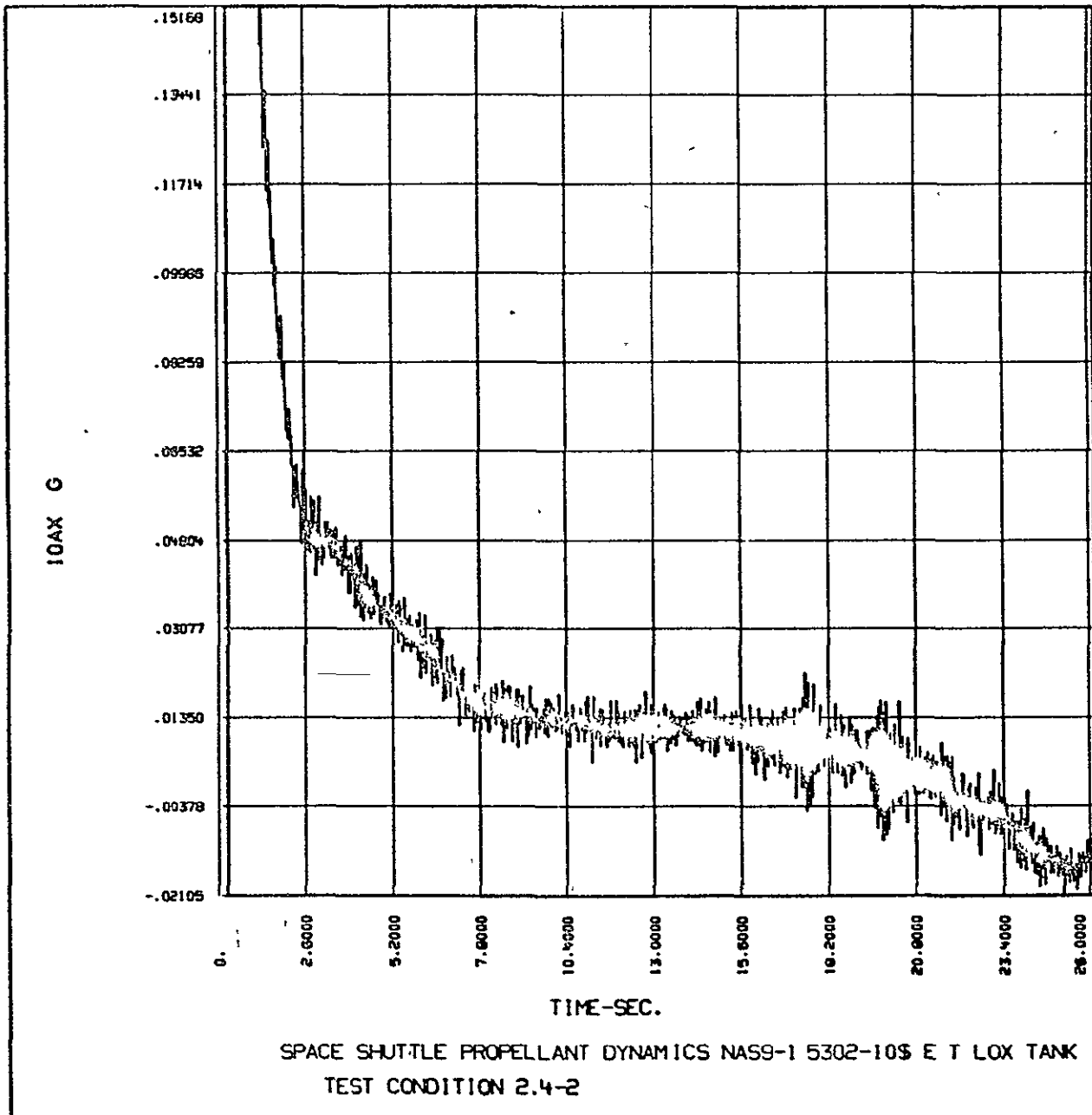


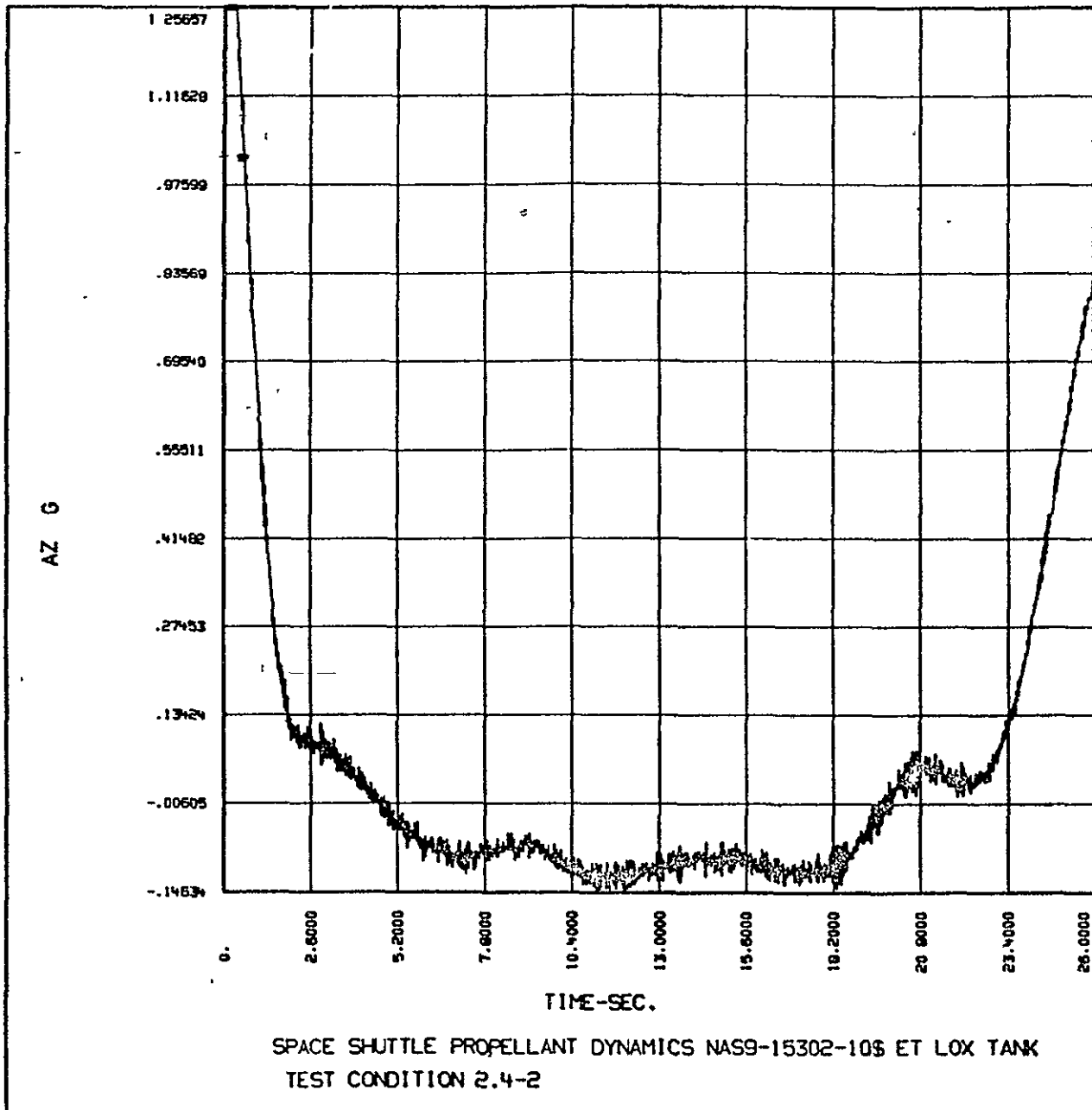
A-128





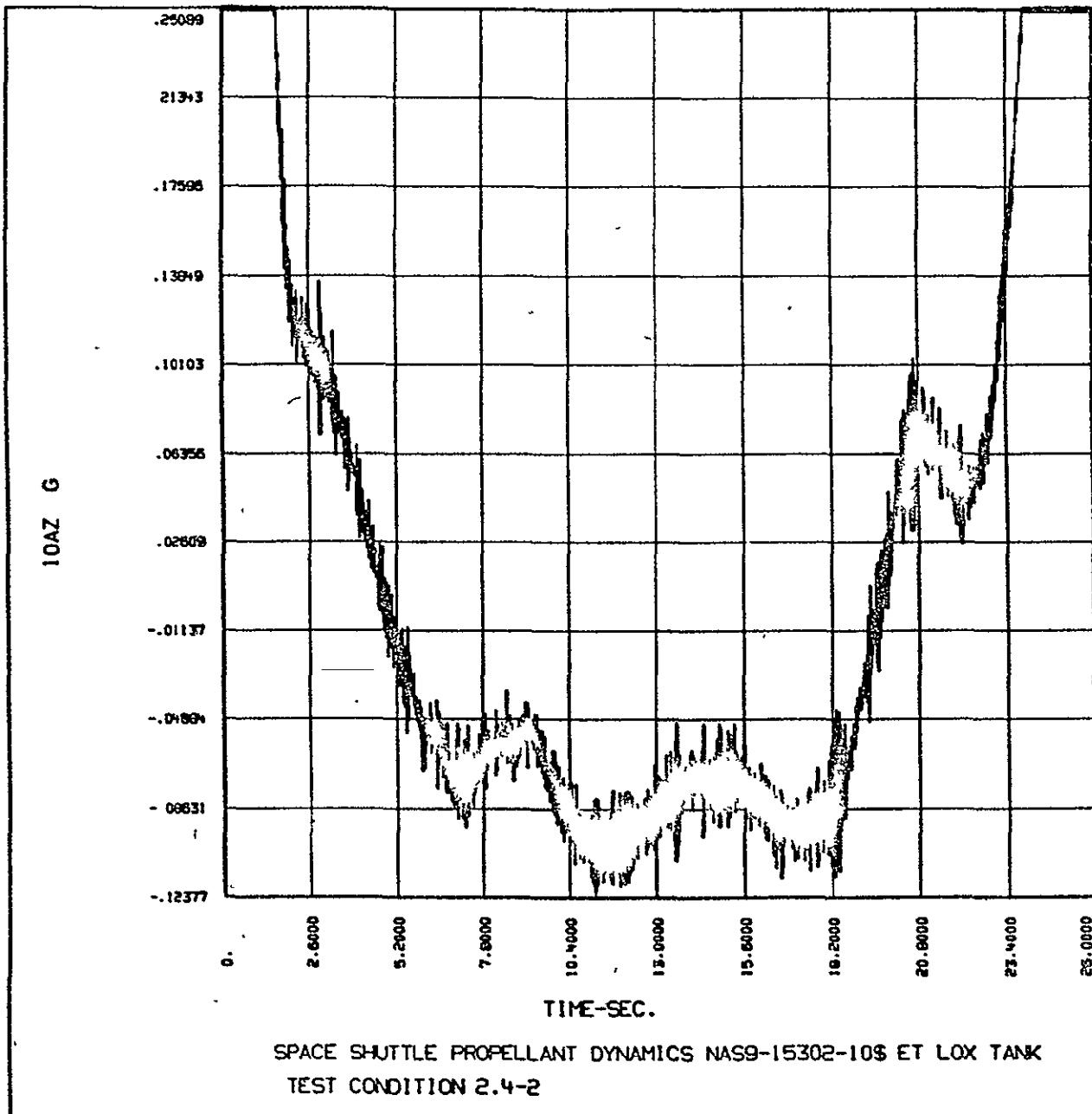


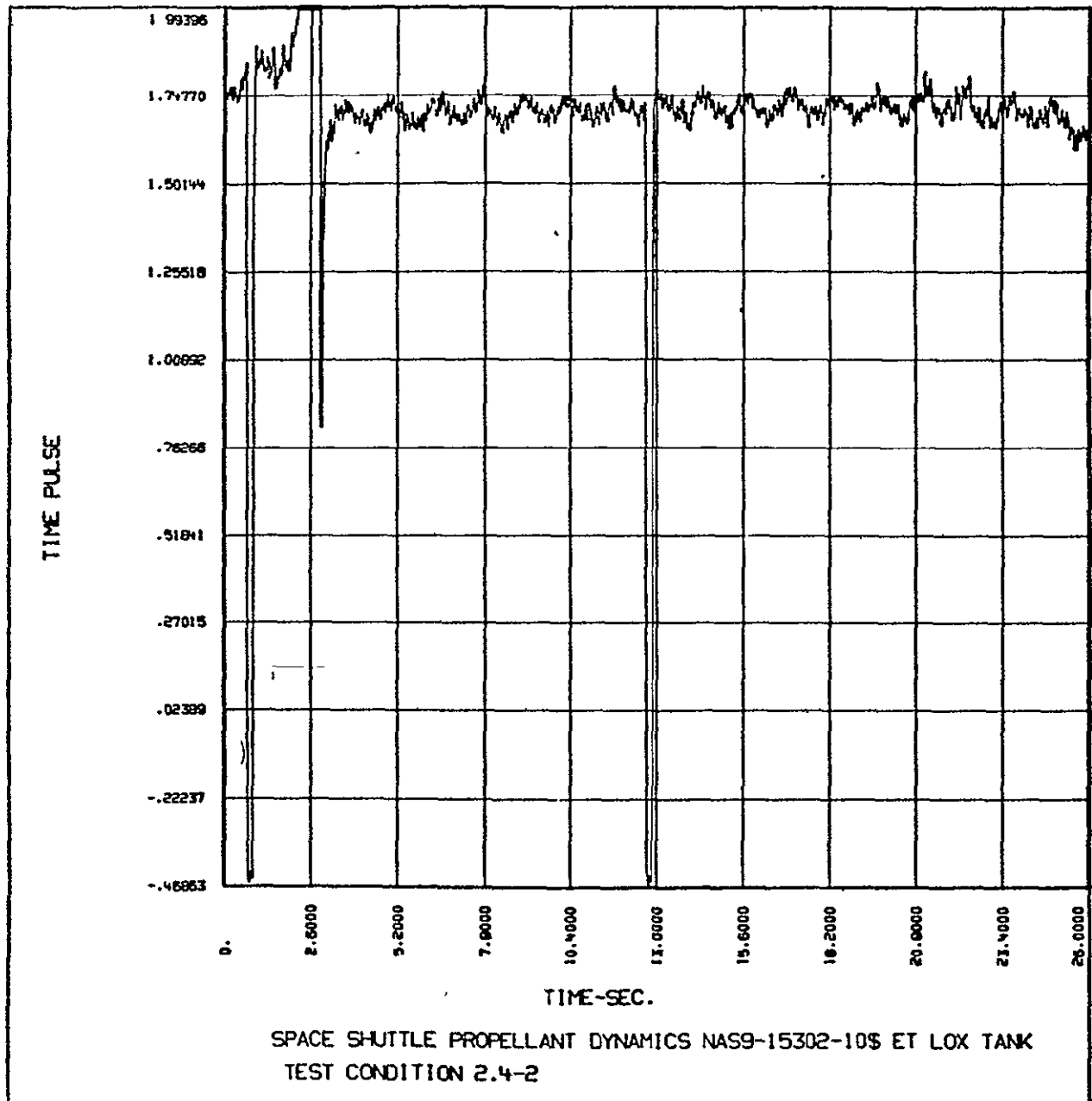




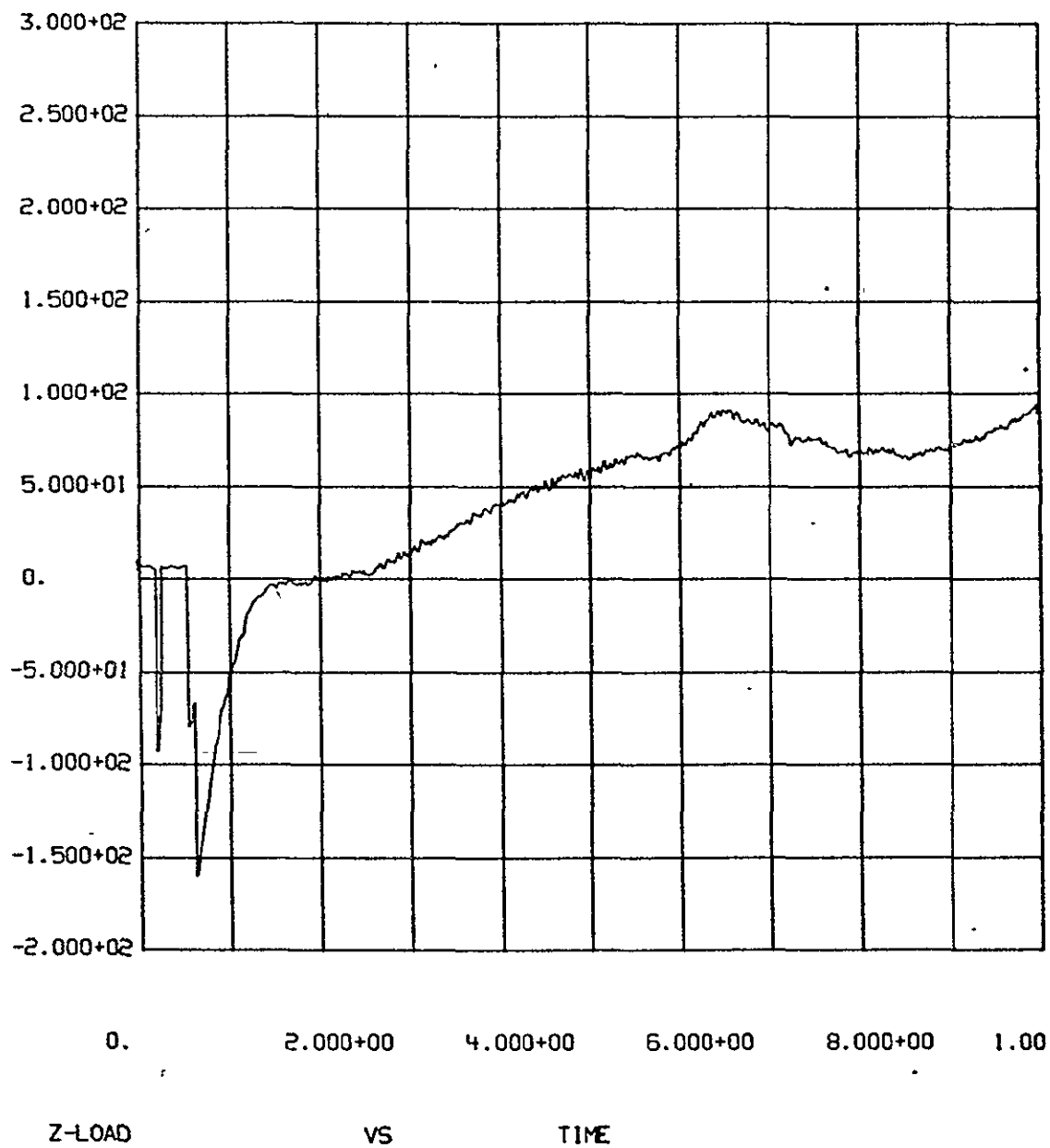
A-133

11



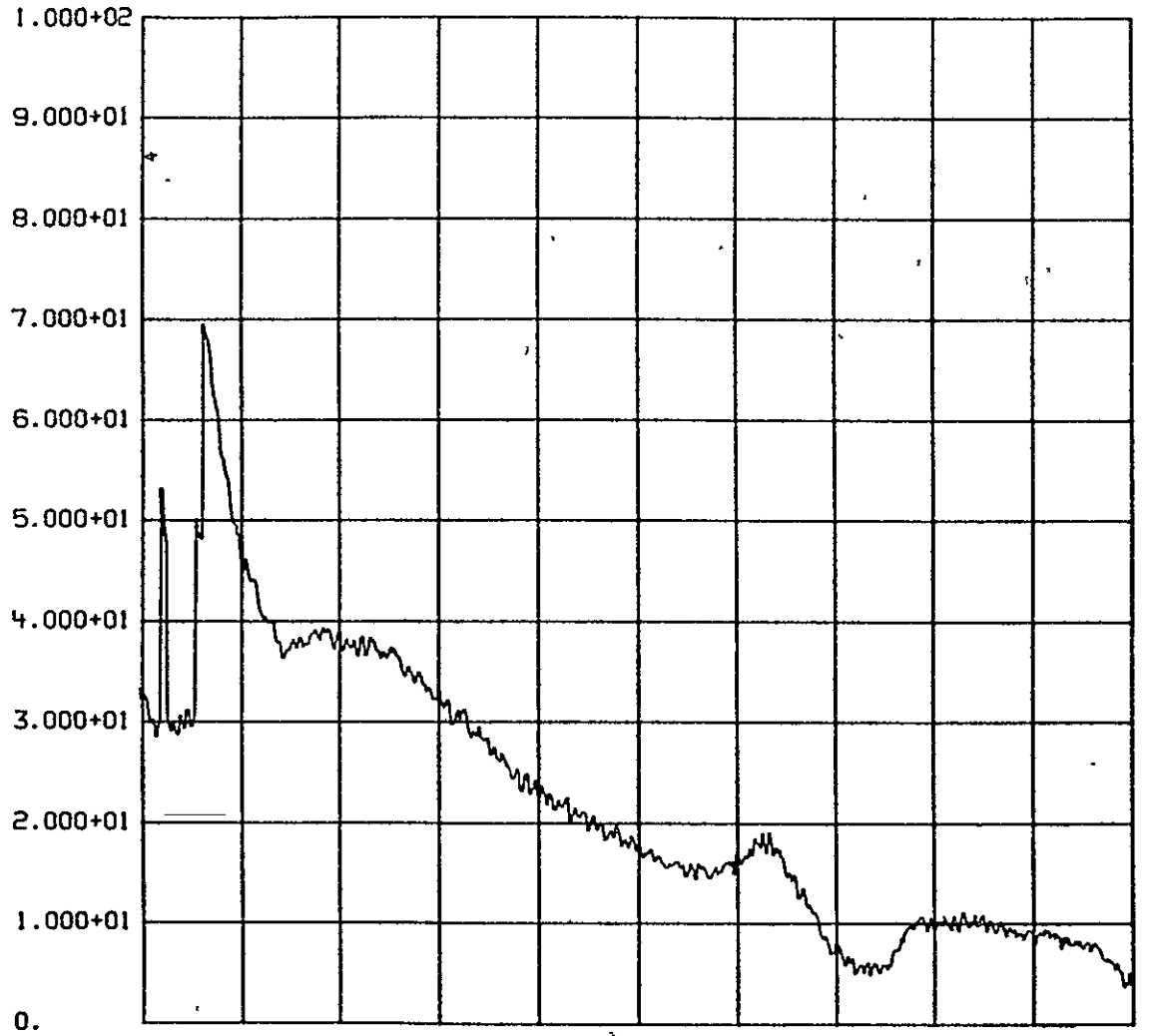


A-135



1 FLT 2 03N078 FLIGHT 2 TEST CONDITION 2.4-2 • UNFLT •

A-136



Y-LOAD

VS

TIME

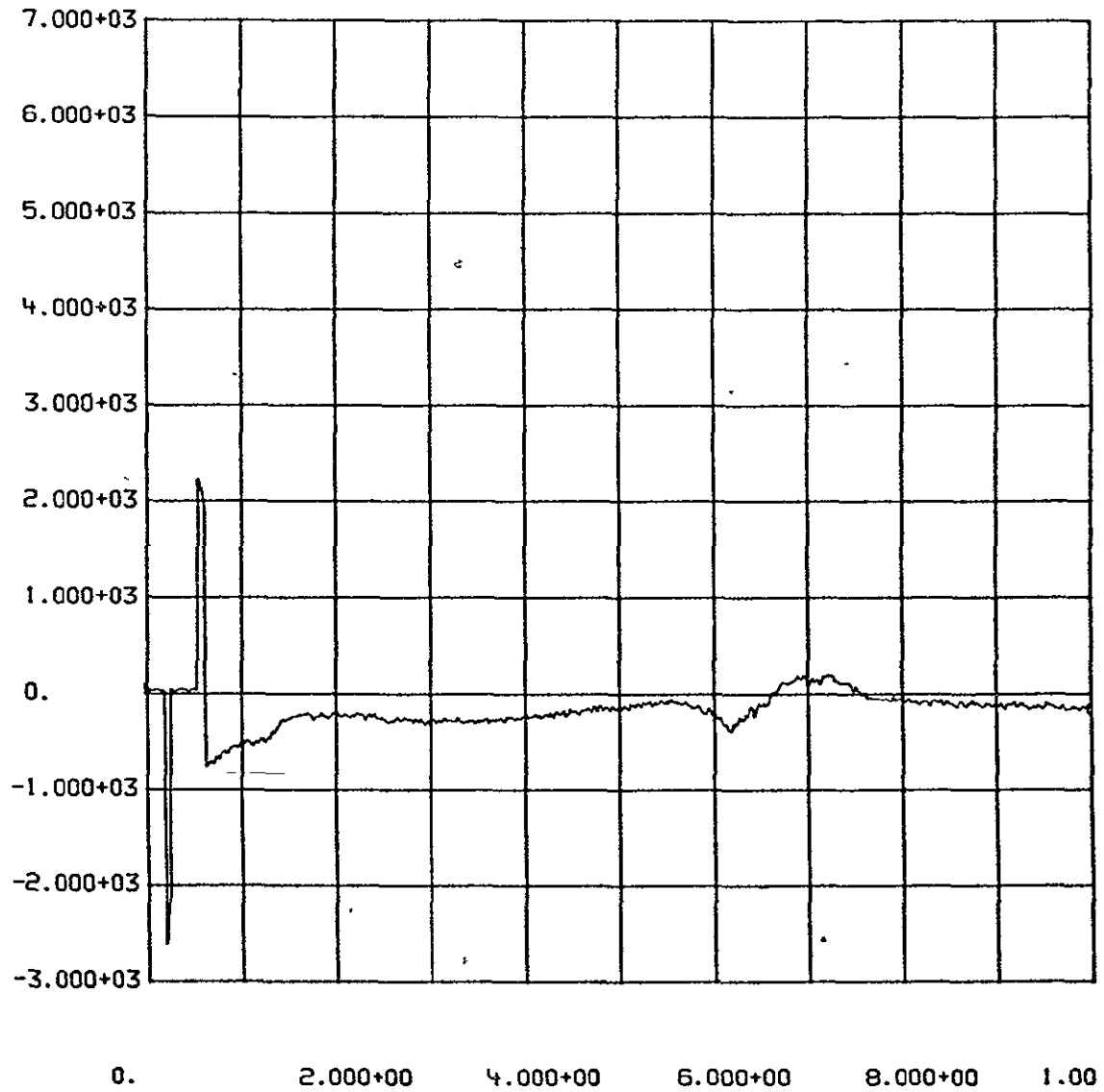
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.4-2 * UNFILT *

A-137



MOMENT

VS

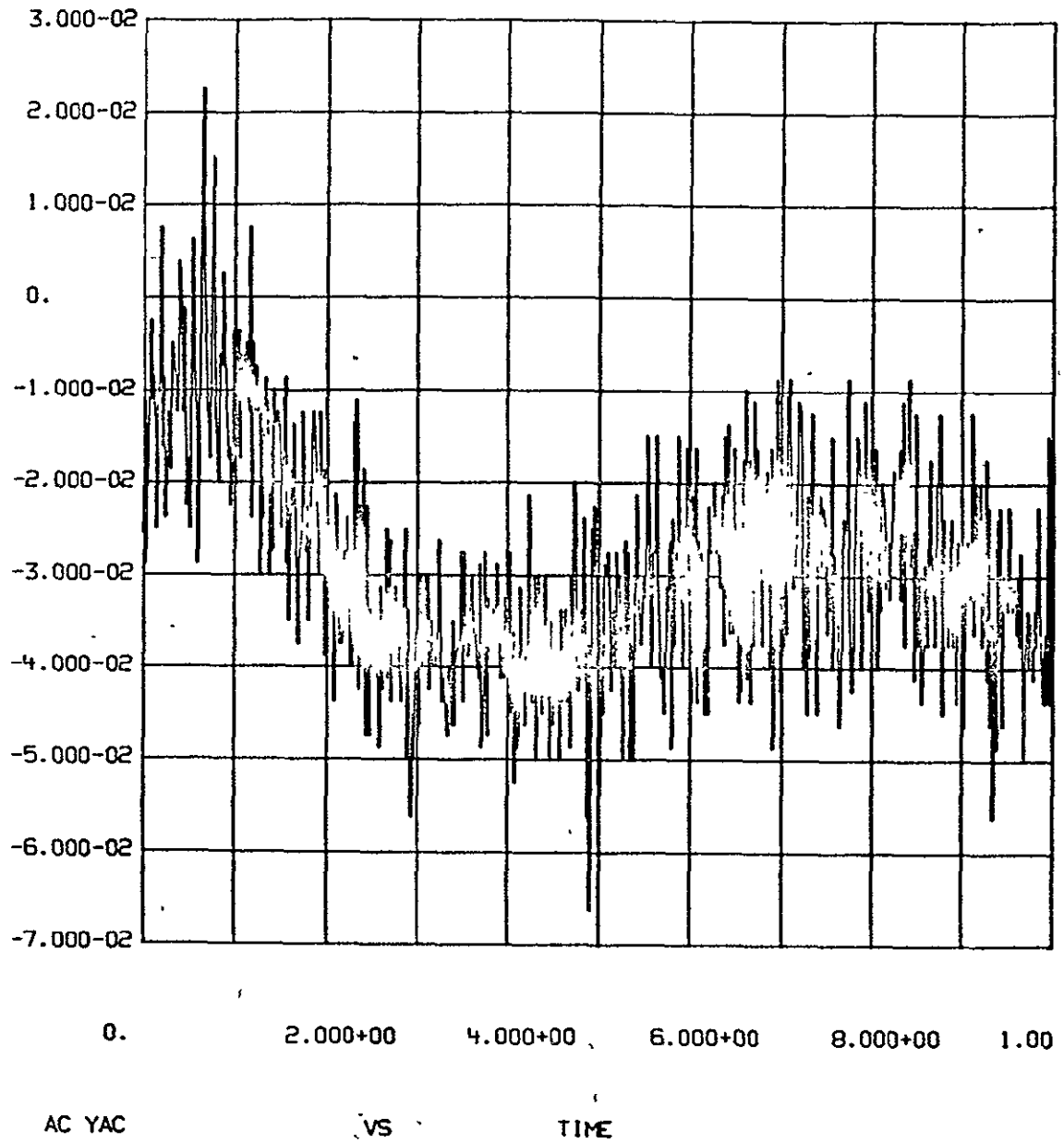
TIME

1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.4-2 * UNFLT *



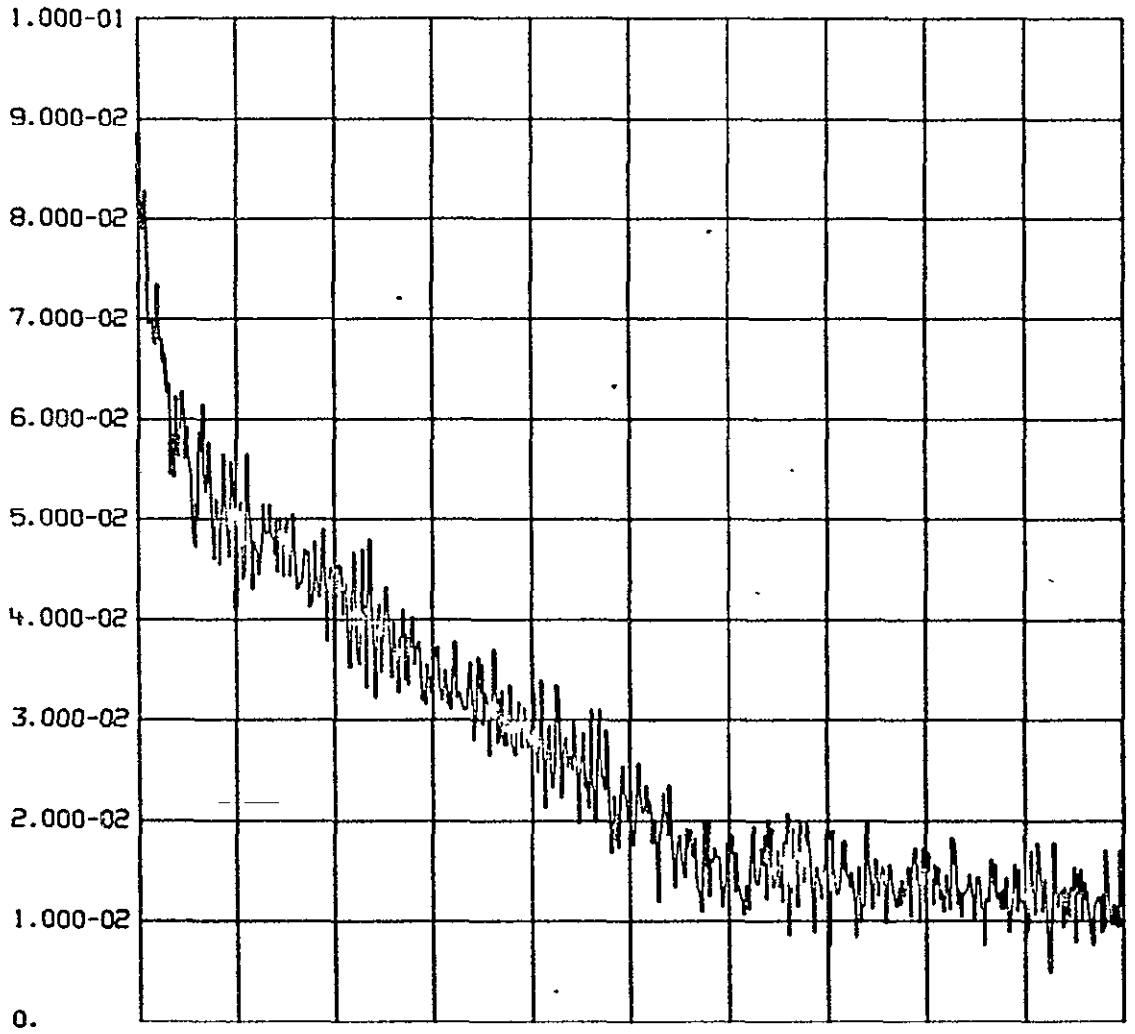
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.4-2 • UNFILT •

A-139

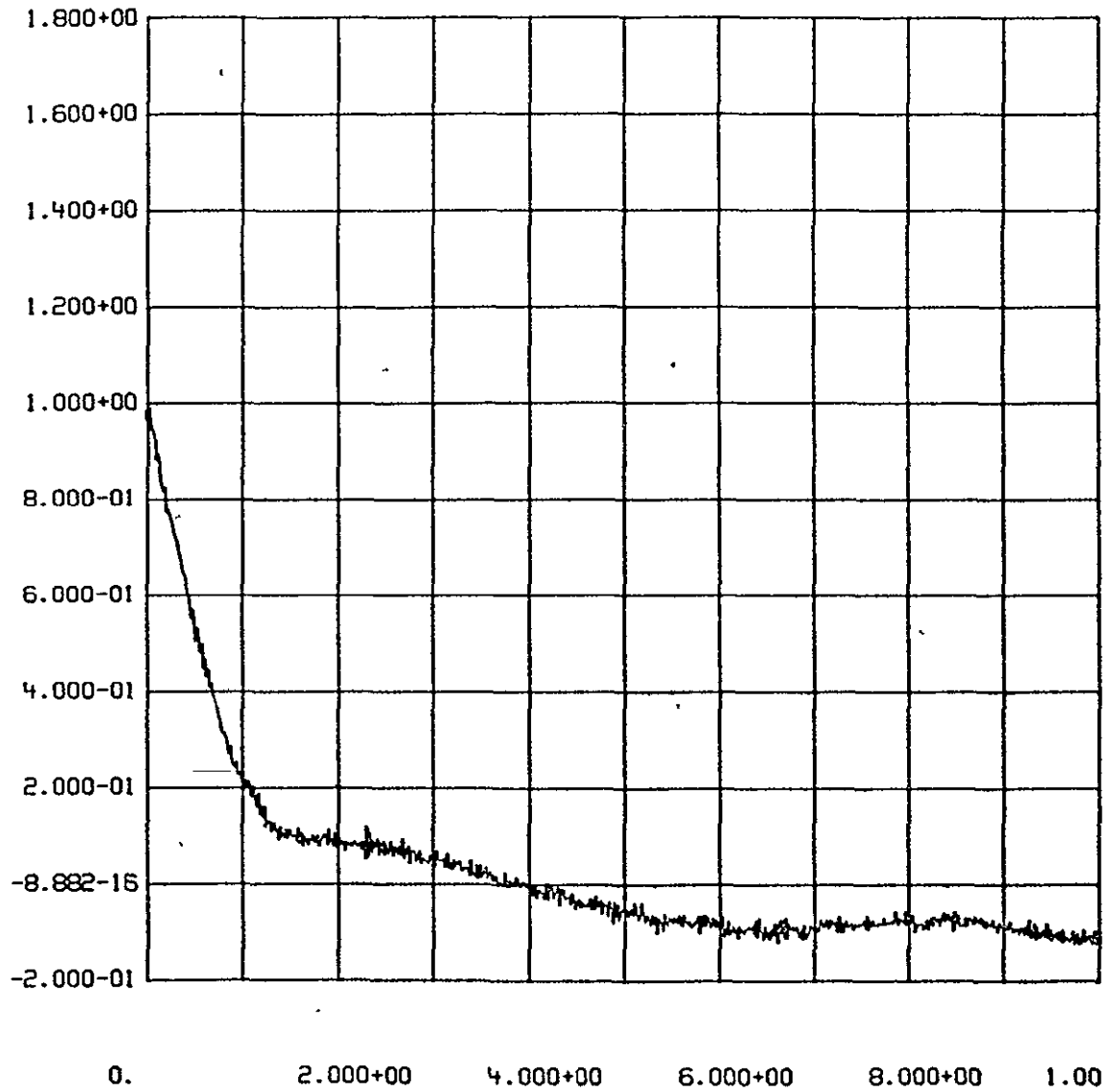


0. 2.000+00 4.000+00 6.000+00 8.000+00 10.000+00

AC XAC VS TIME

1 FLT 2 03N078 FLIGHT 2 TEST CONDITION 2.4-2 * UNFLT *

A-140



AC ZAC

VS

TIME

1

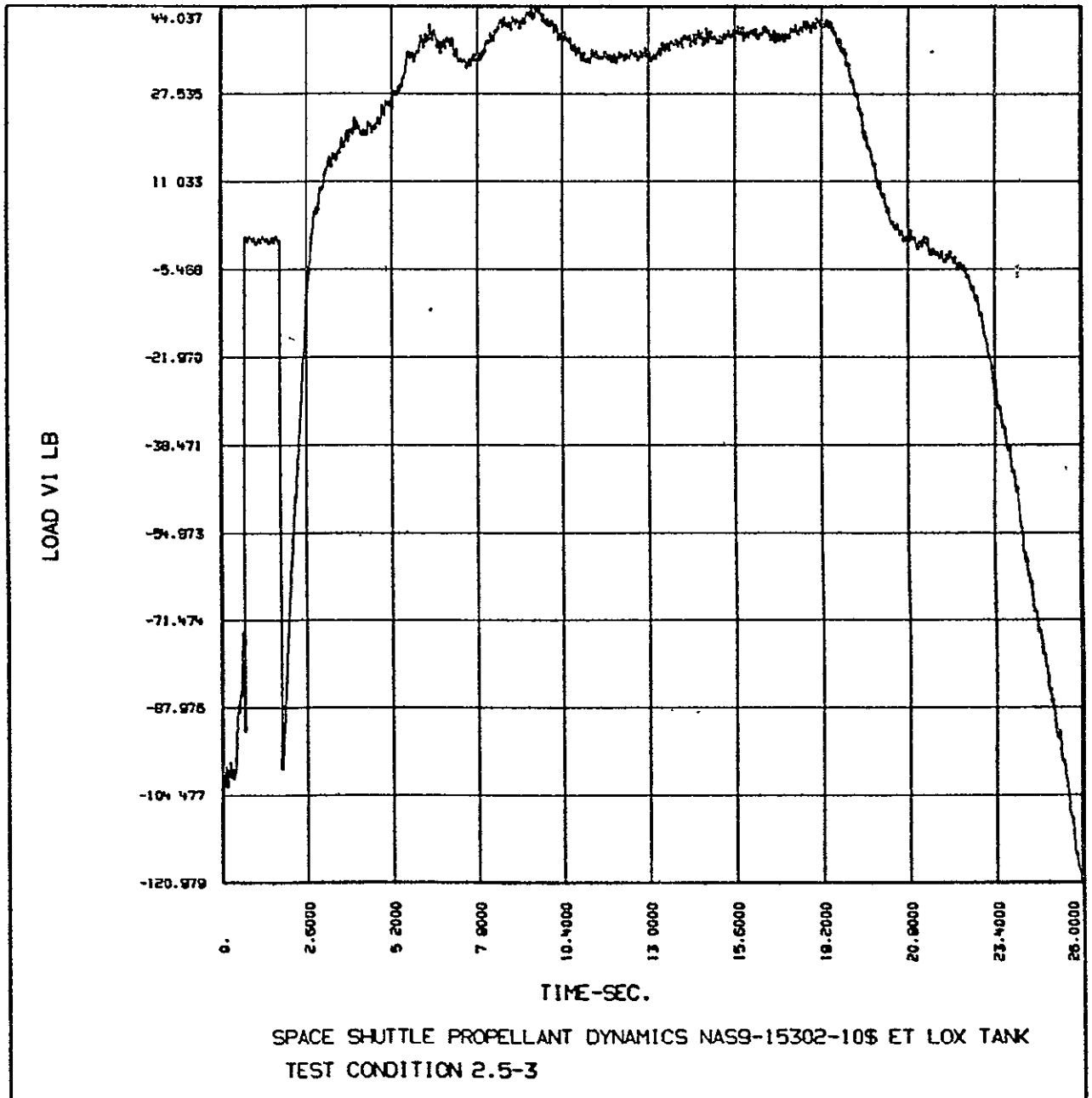
FLT 2

03N078

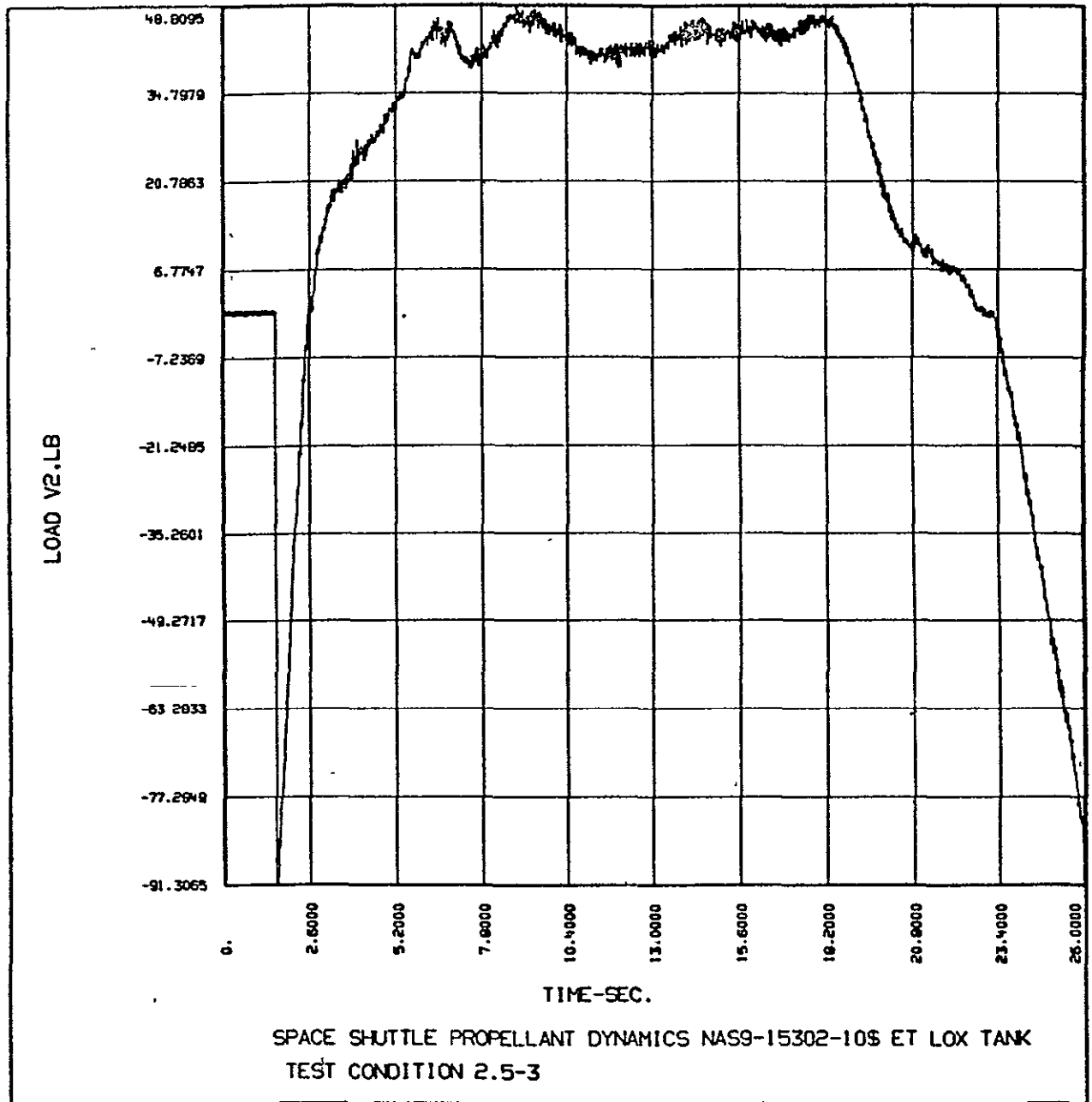
FLIGHT 2 TEST CONDITION 2.4-2 * UNFLT *

Test Data Condition 2.5-3

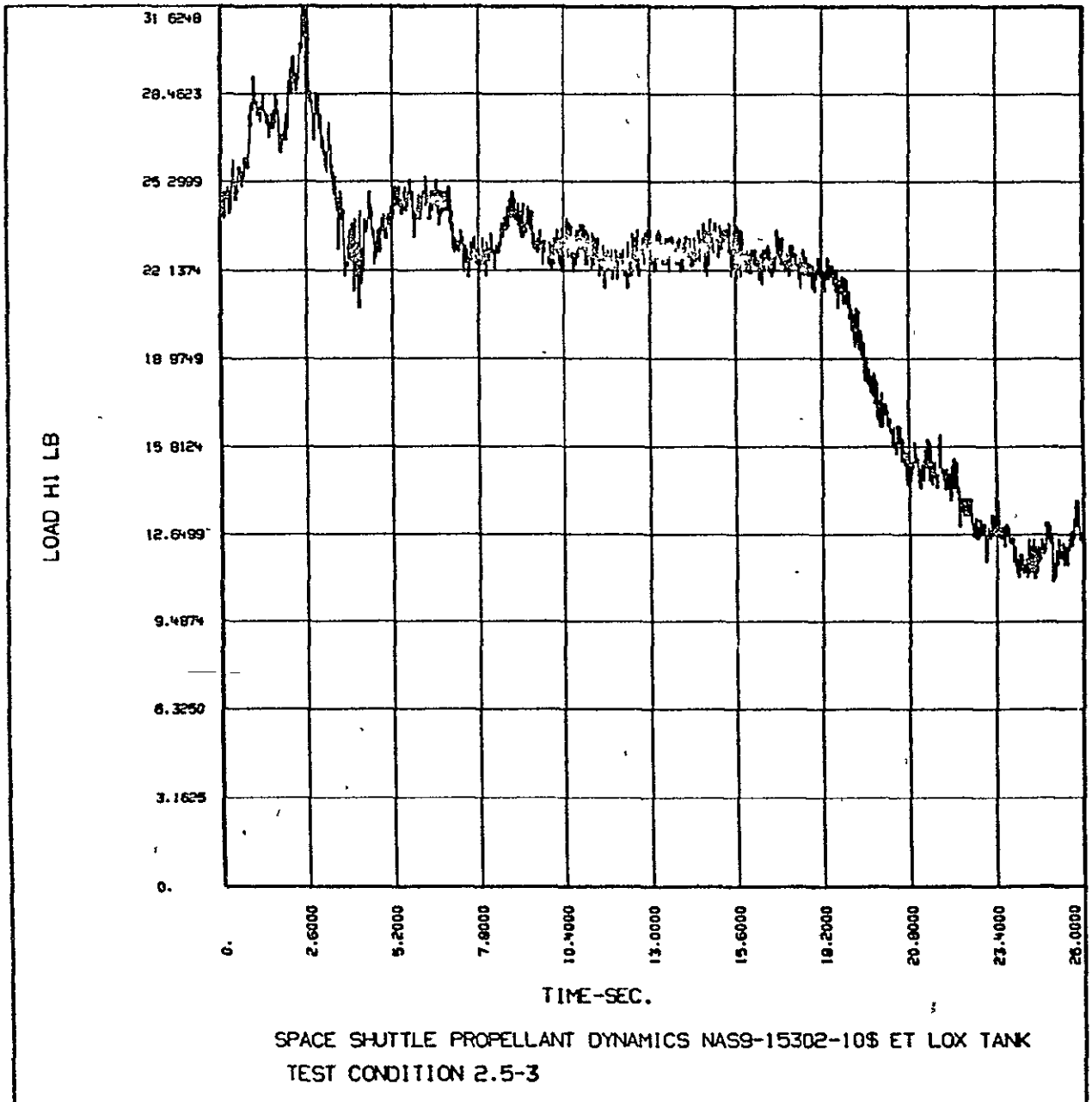
Baffles
Test Fluid – FC 113
Orientation – 13°
Fill Volume – 1%
Target Acceleration – 0.2 g

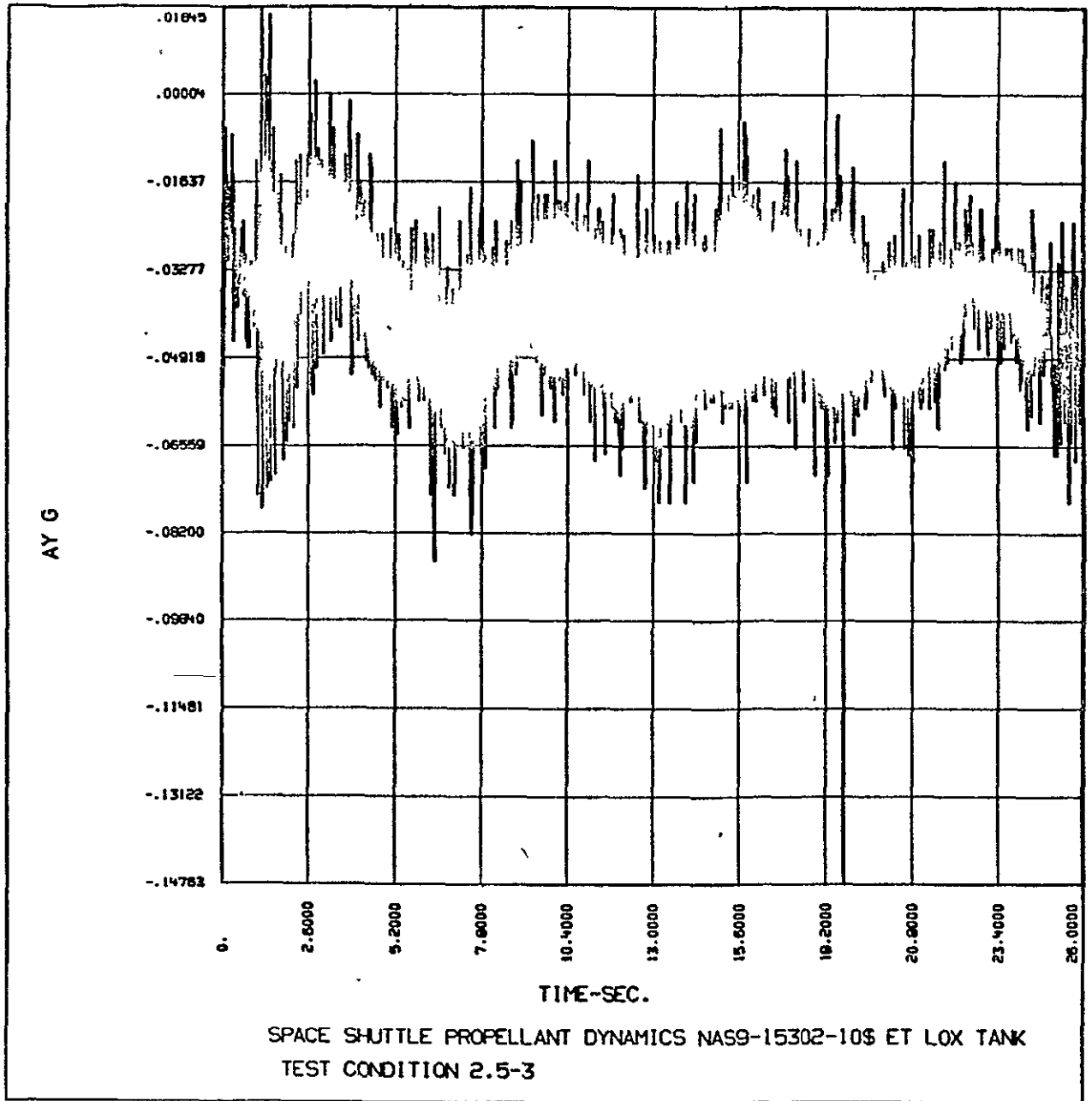


A-142

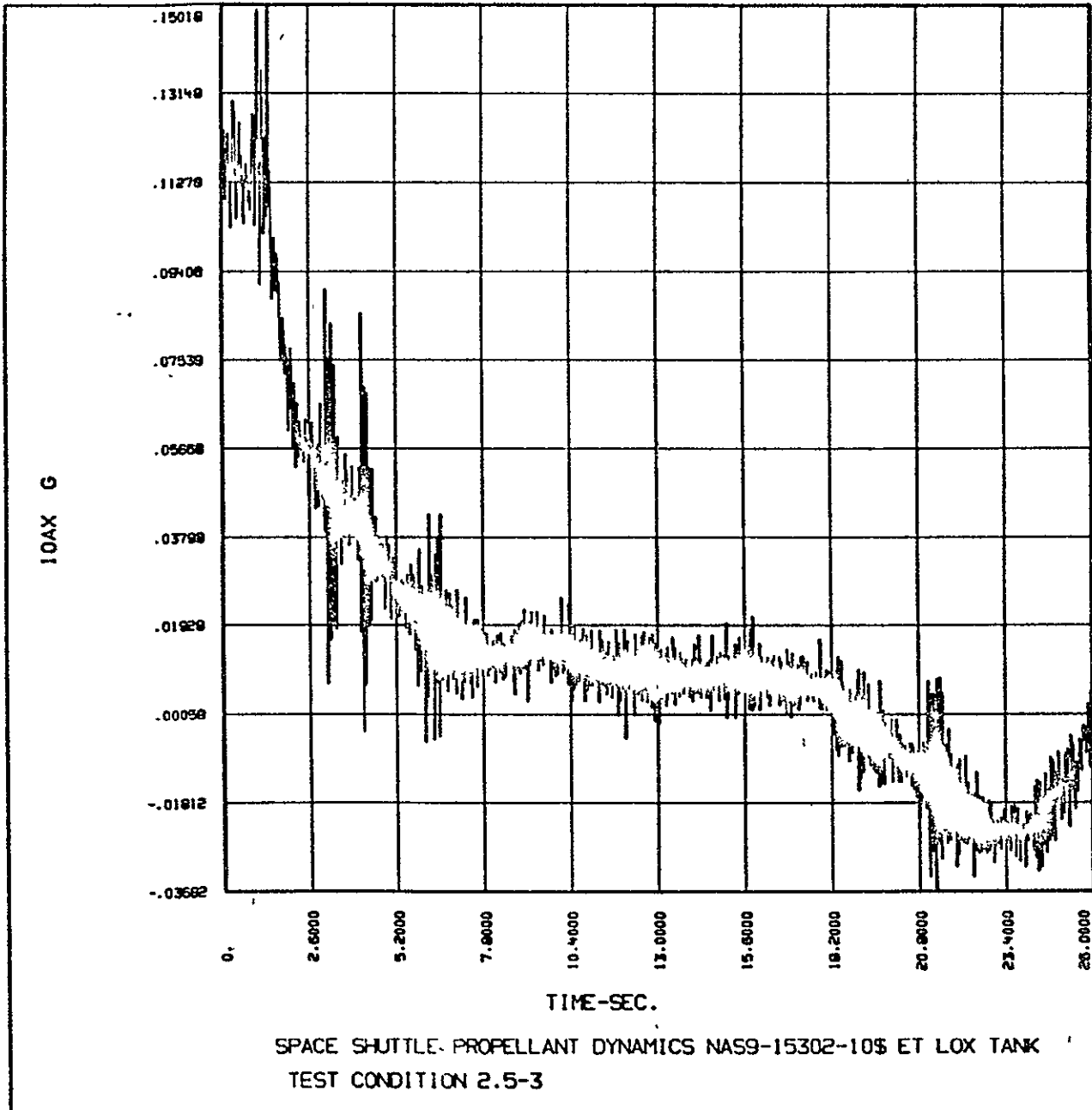


A-143

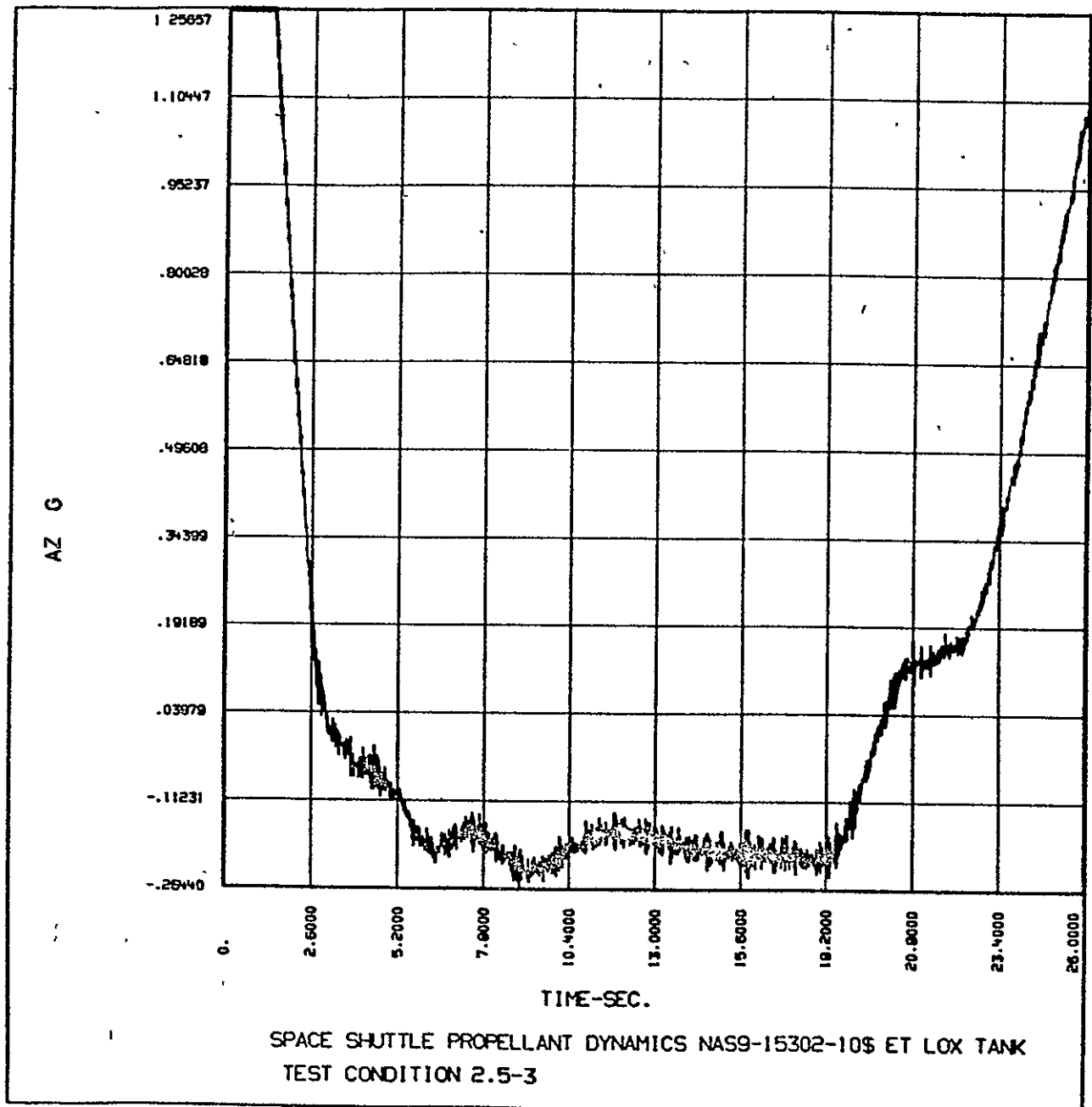




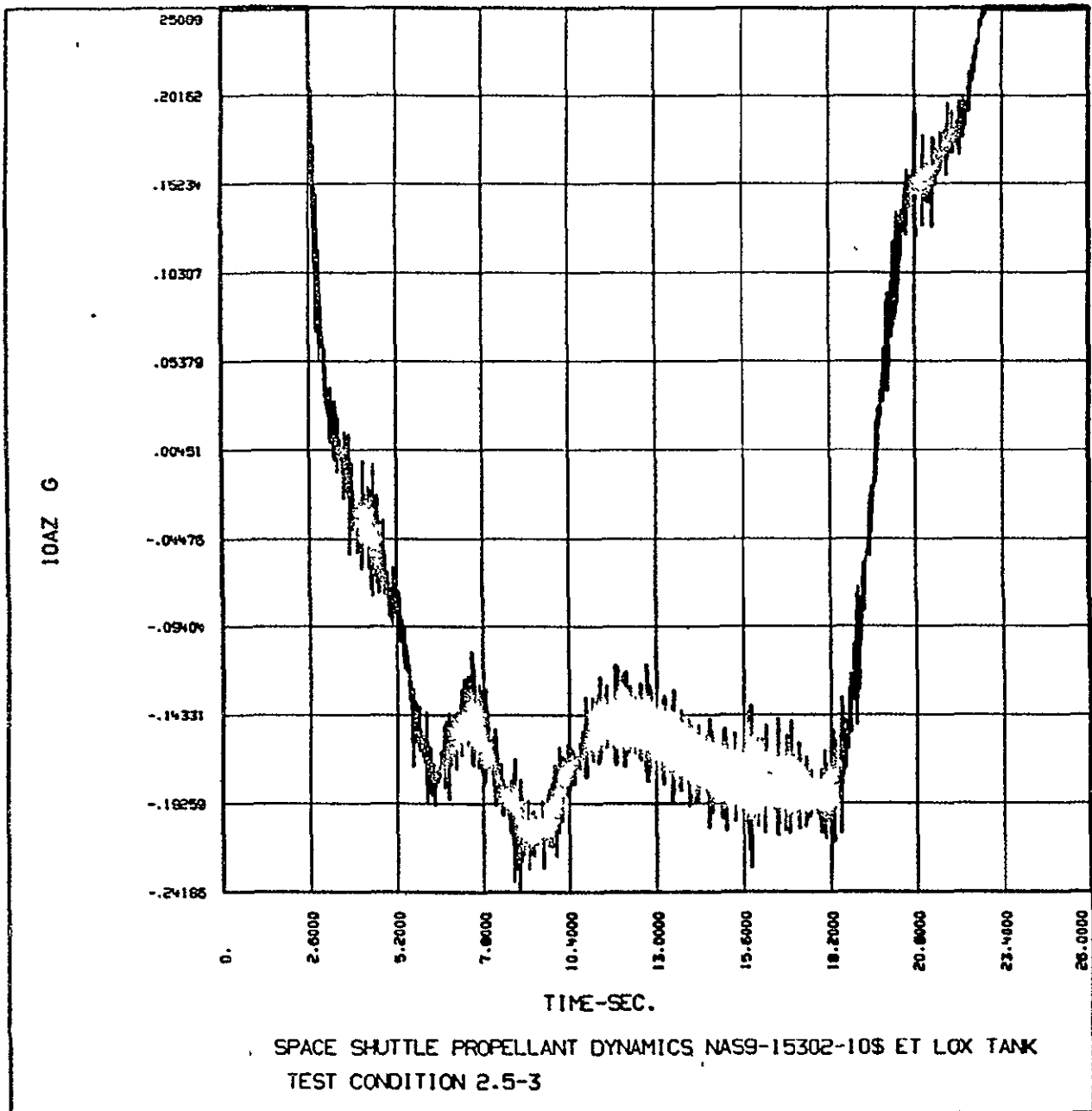
A-145



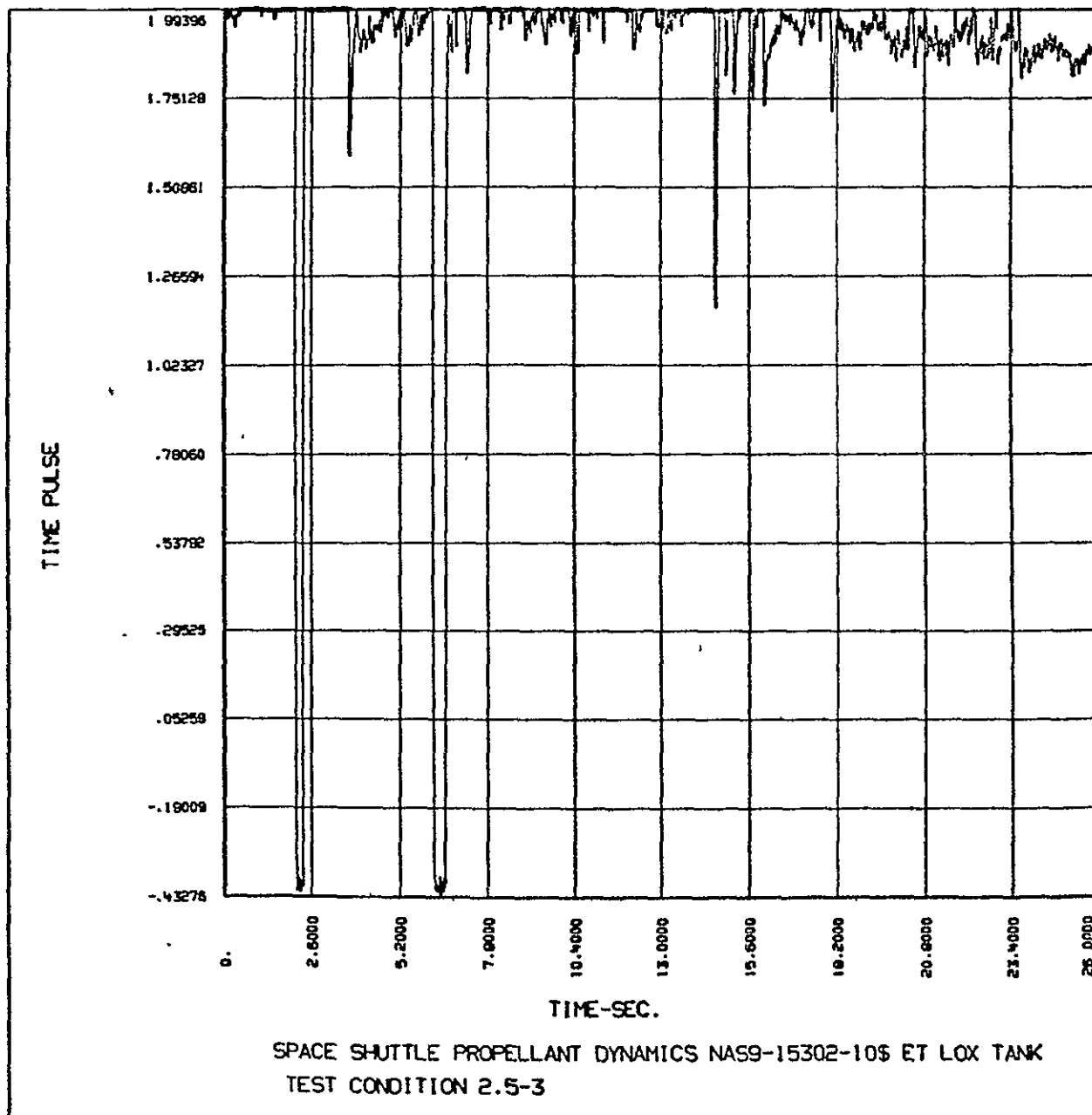
A-146



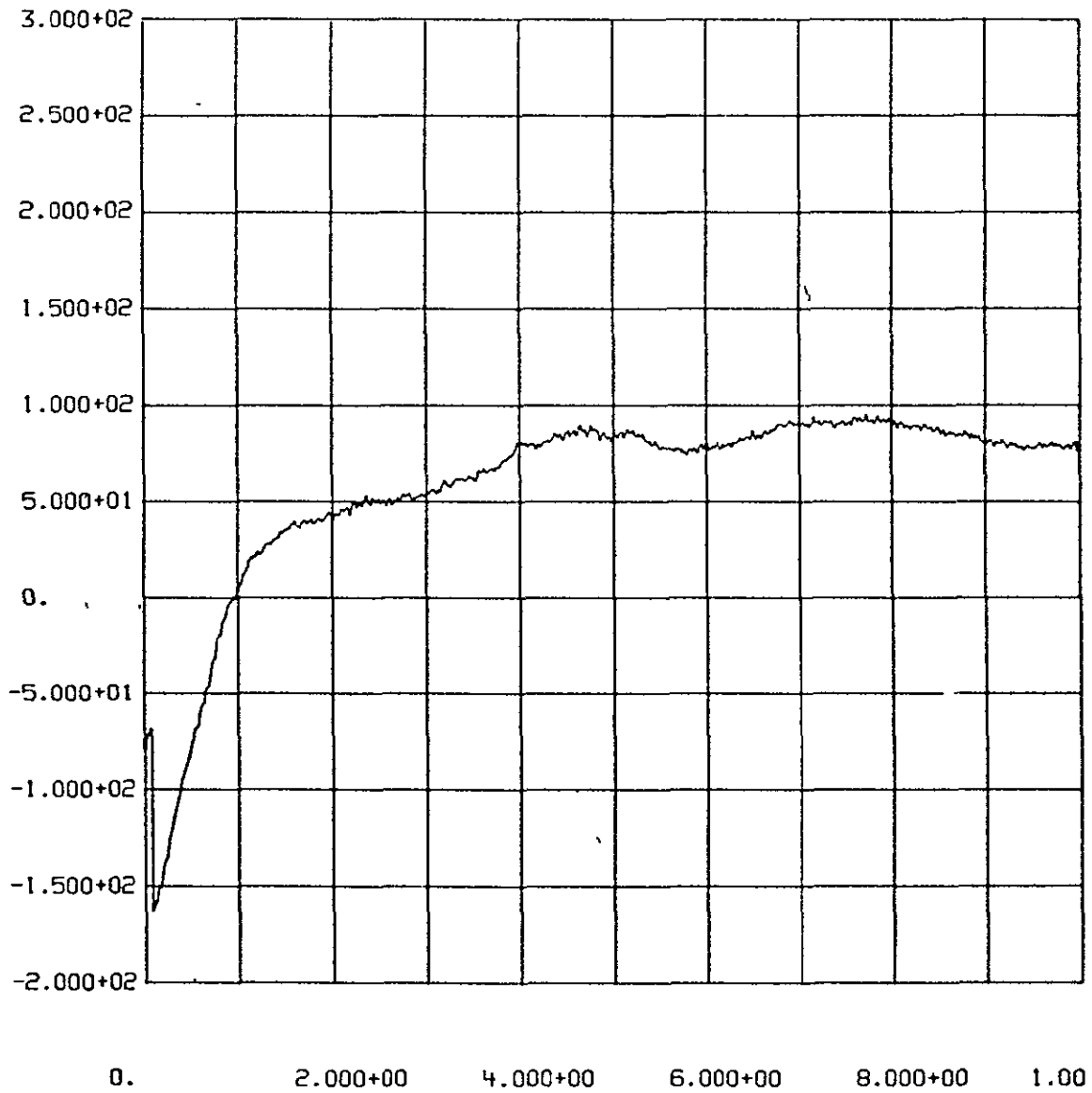
A-147



11 115
A-148



A-149



Z-LOAD

VS

TIME

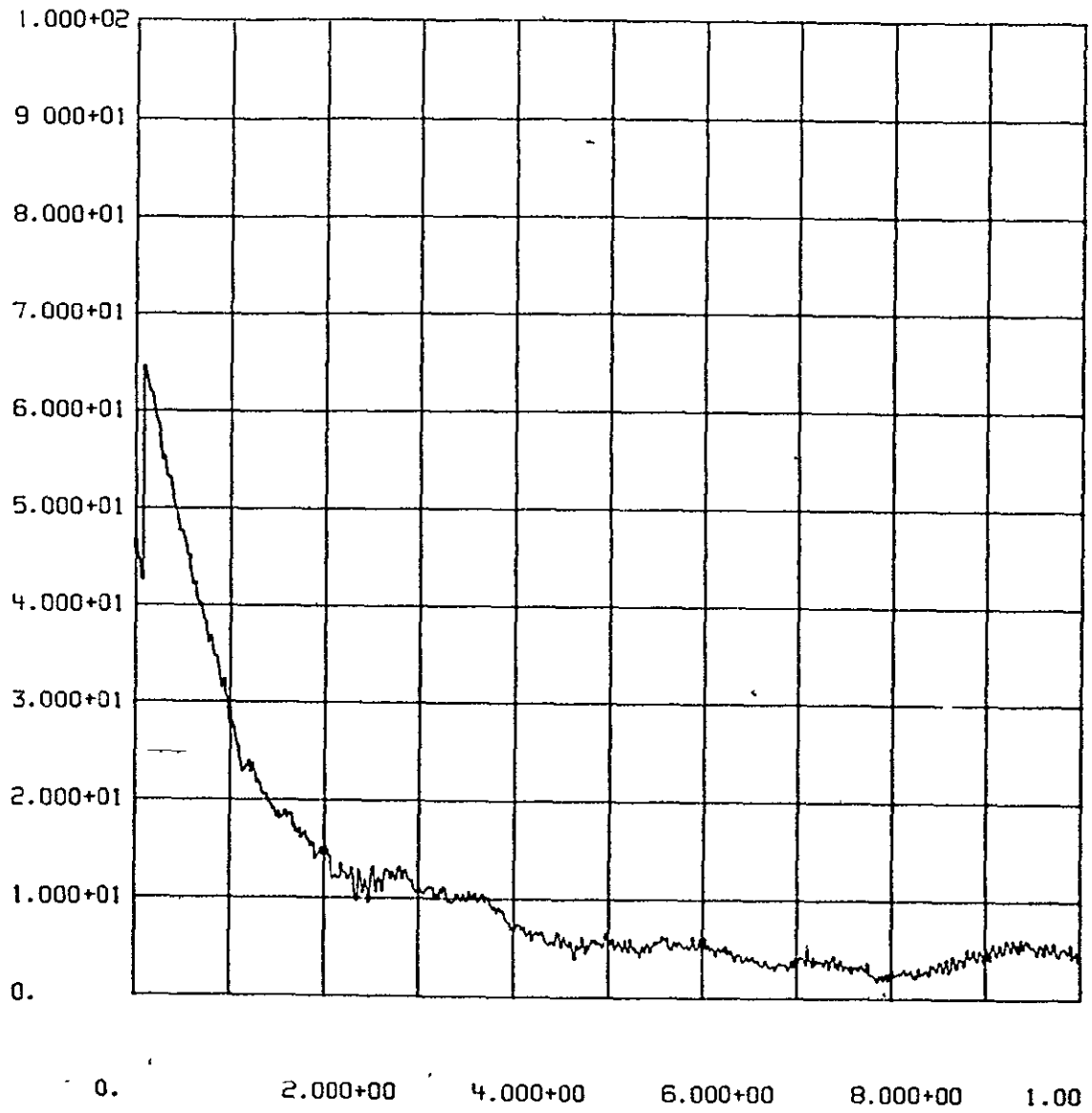
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.5-3 *UNFILT*

A-150



Y-LOAD

VS

TIME

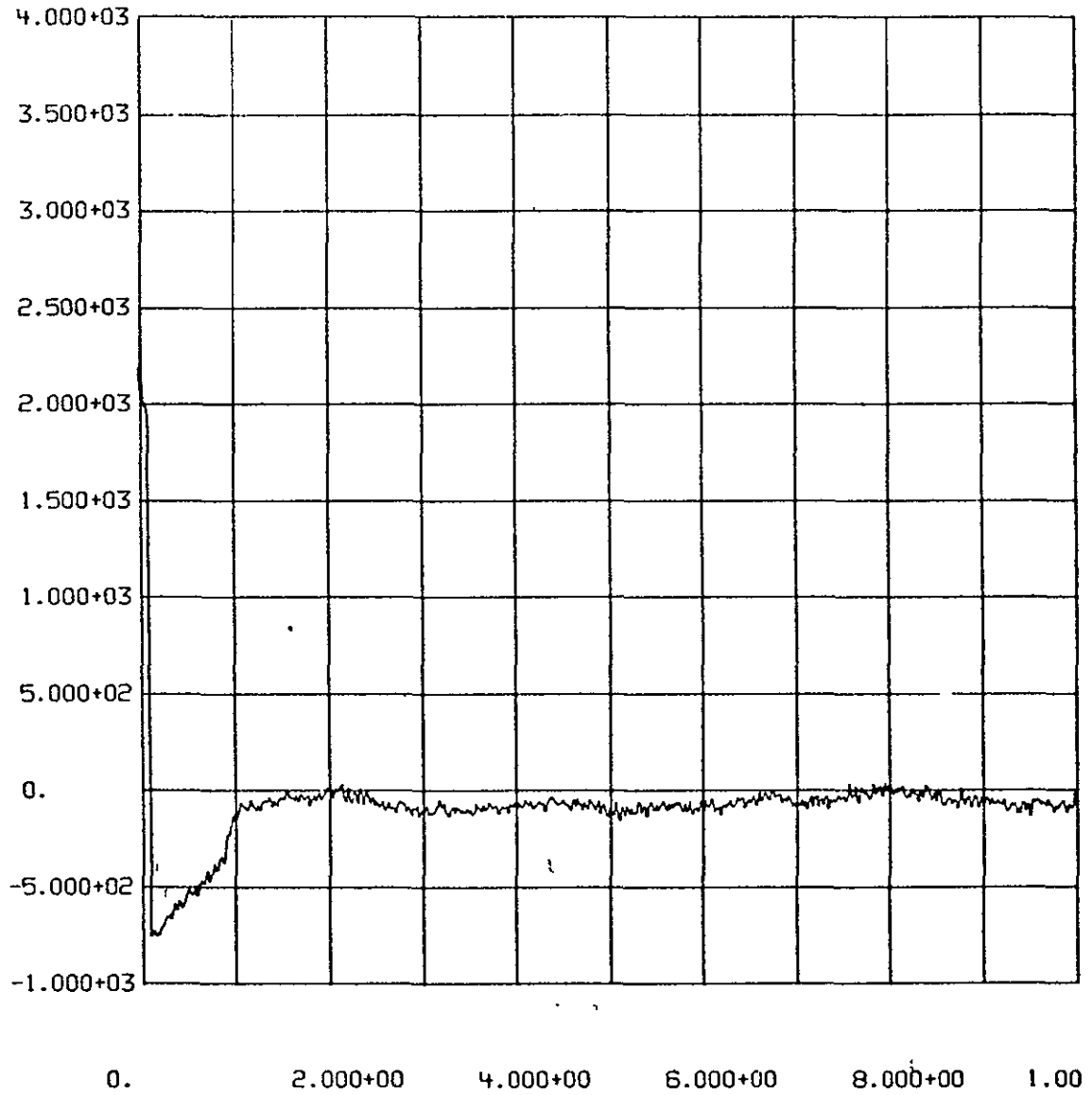
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.5-3 'UNFILT'

A-151



MOMENT

VS

TIME

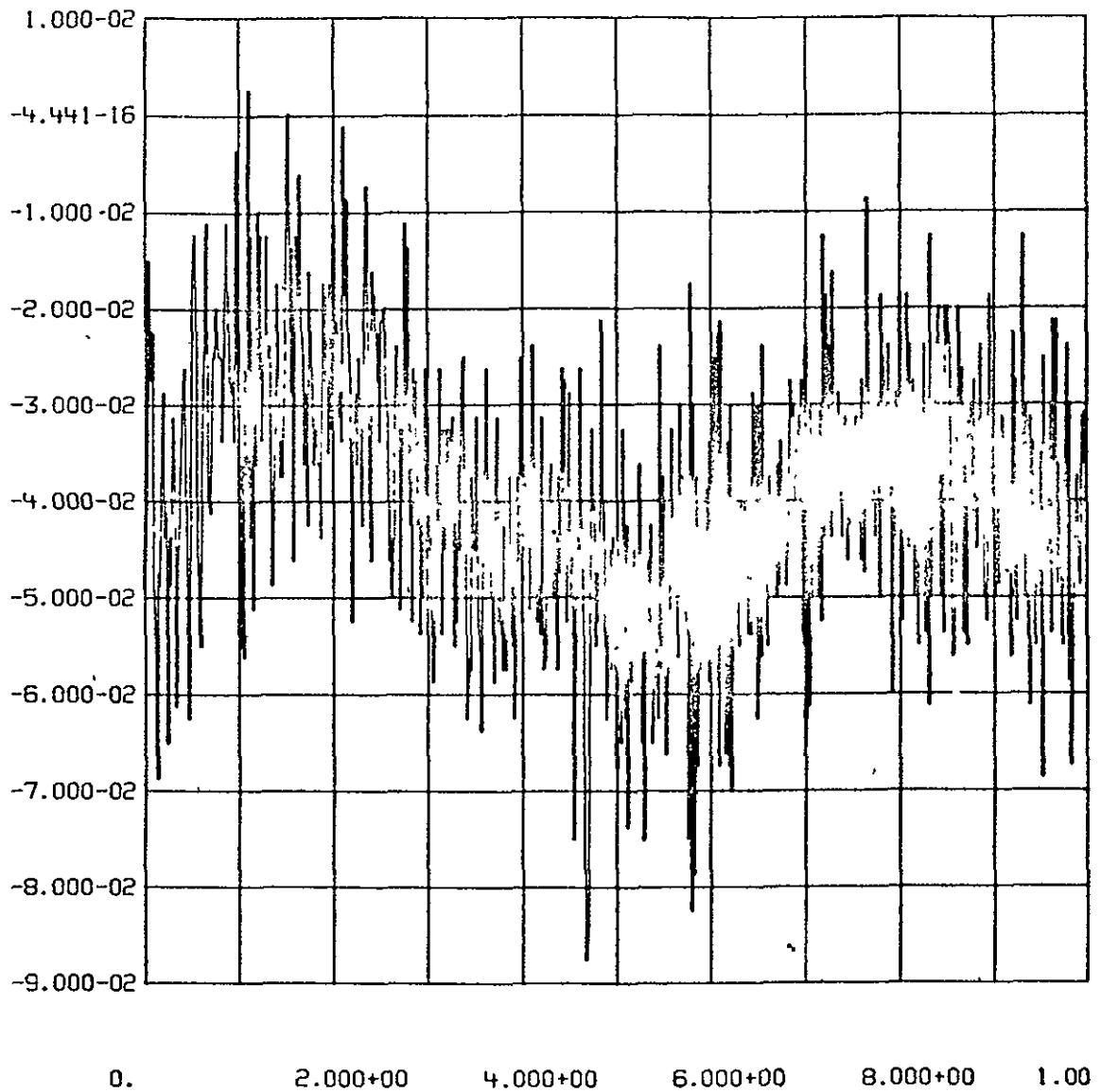
1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.5-3 *UNFLT*

A-152



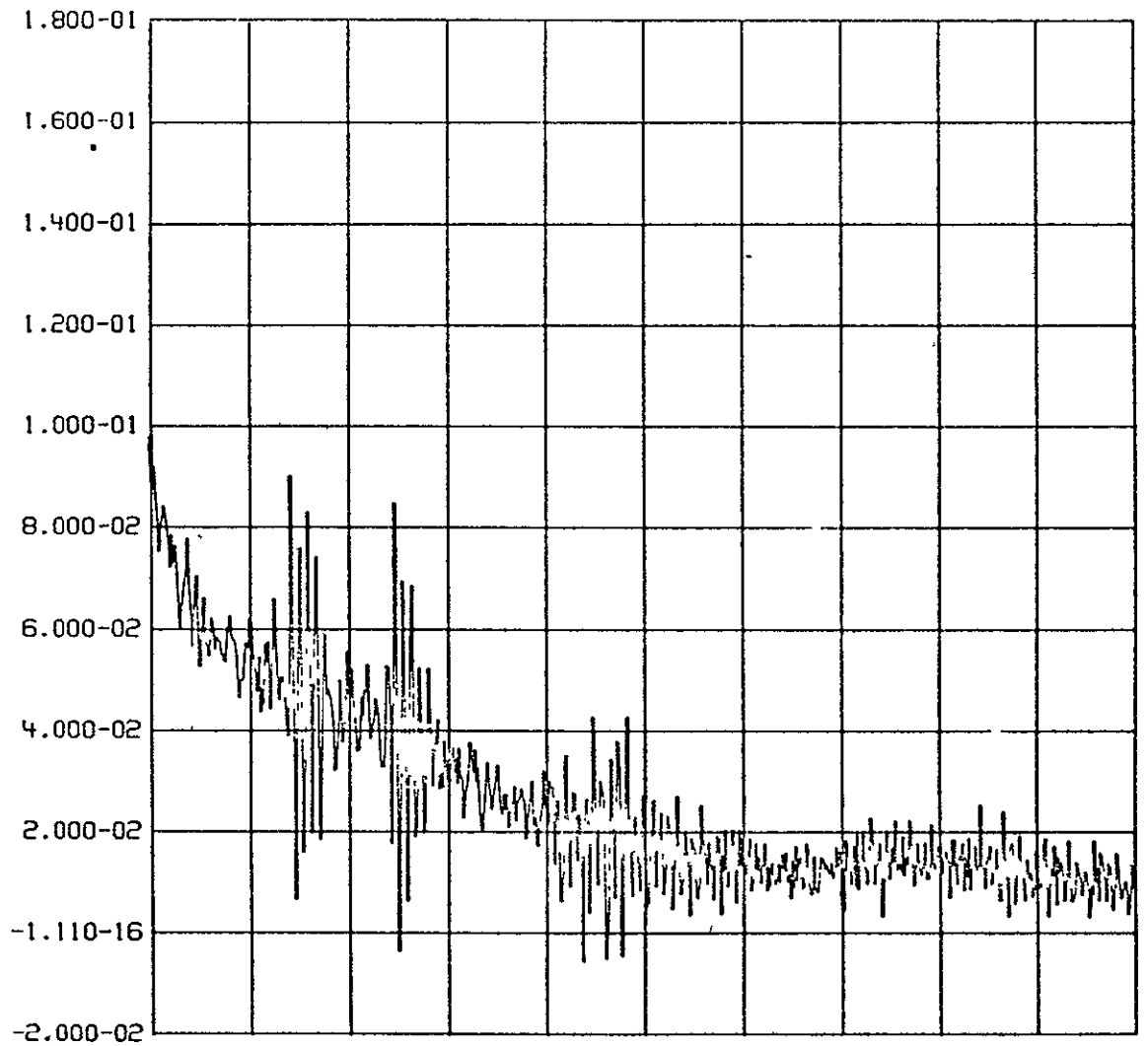
AC YAC

VS

TIME

1 . FLT 2 27AP79 FLIGHT 2 TEST CONDITION 2.5-3 *UNFLT*

A-153

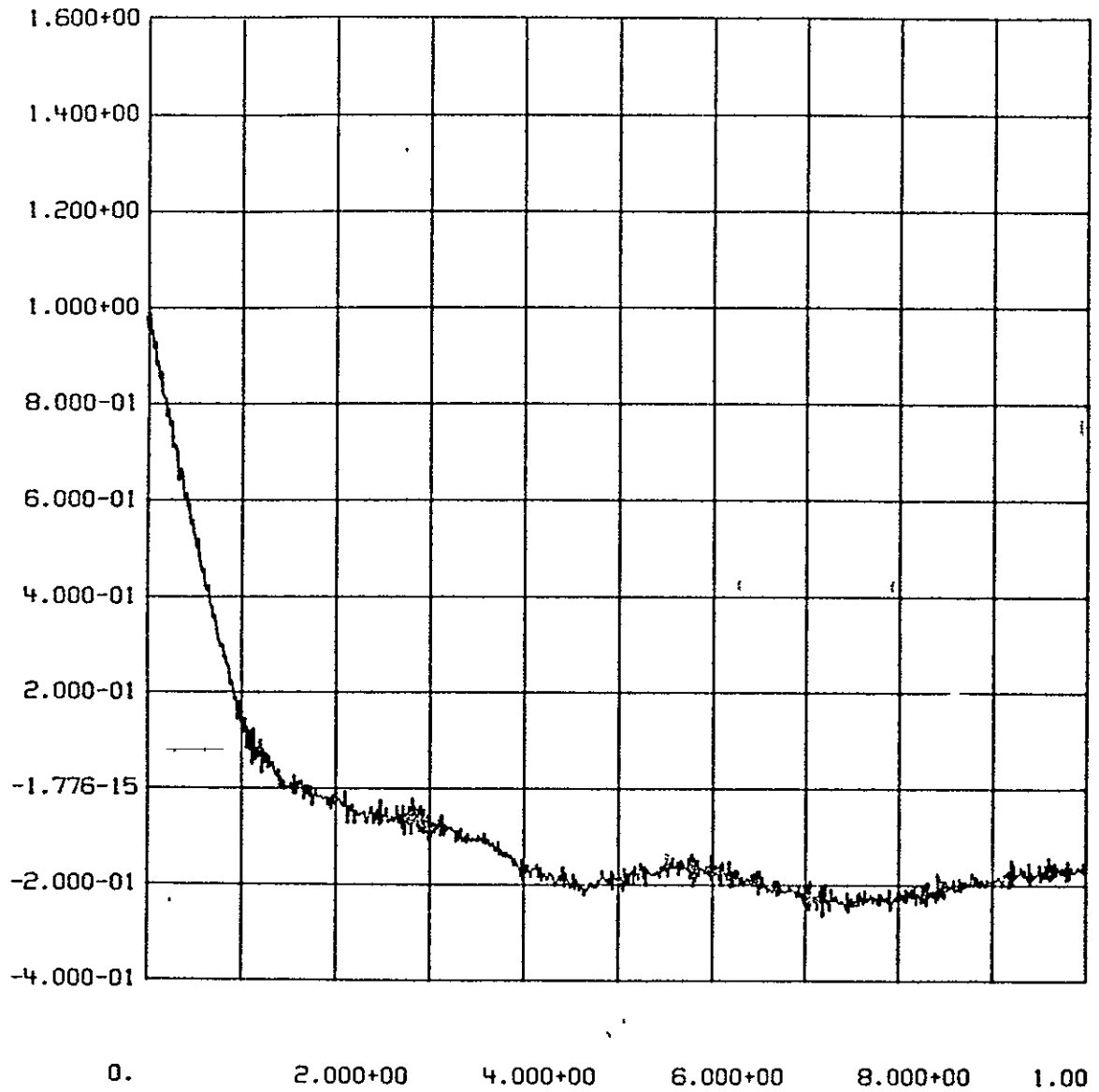


0. 2.000+00 4.000+00 6.000+00 8.000+00 1.00

AC XAC VS TIME

1 FLT 2 27AP79 FLIGHT 2 TEST CONDITION 2.5-3 *UNFILT*

A-154



AC ZAC

VS

TIME

1

FLT 2

27AP79

FLIGHT 2 TEST CONDITION 2.5-3 *UNFLT*

Test Data Condition 2.6-3

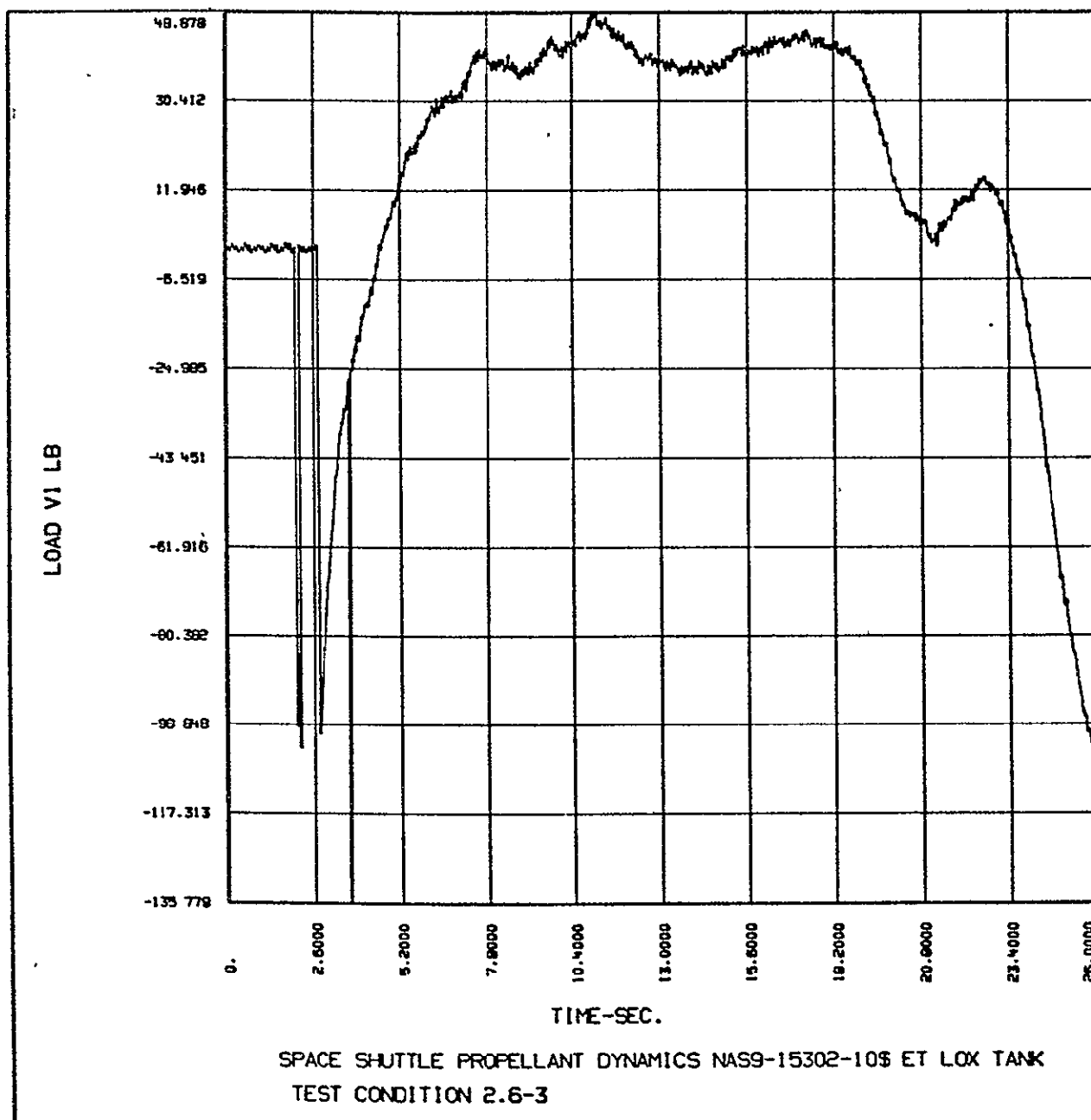
Baffles

Test Fluid — FC 113

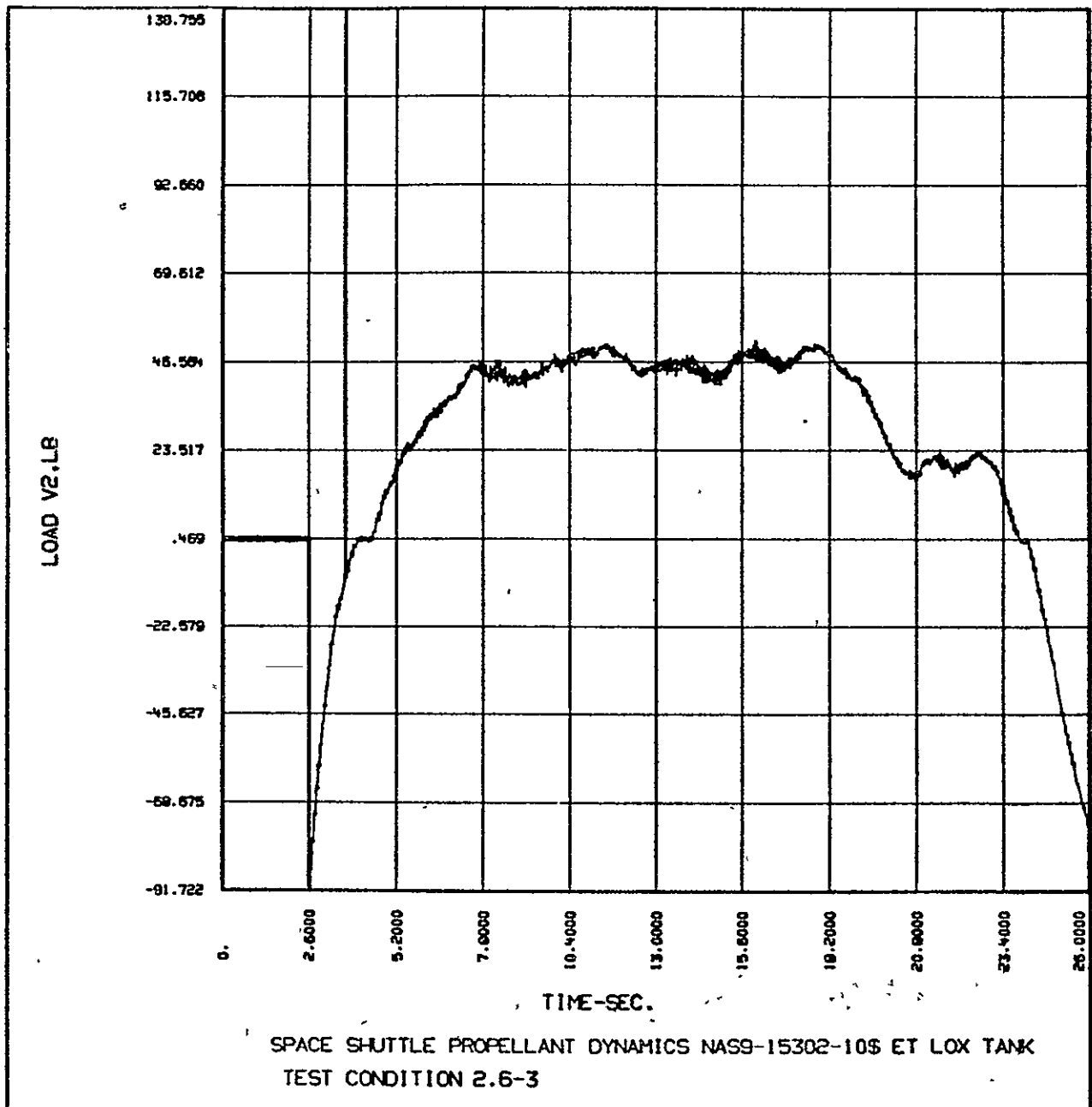
Orientation — 13°

Fill Volume — 3%

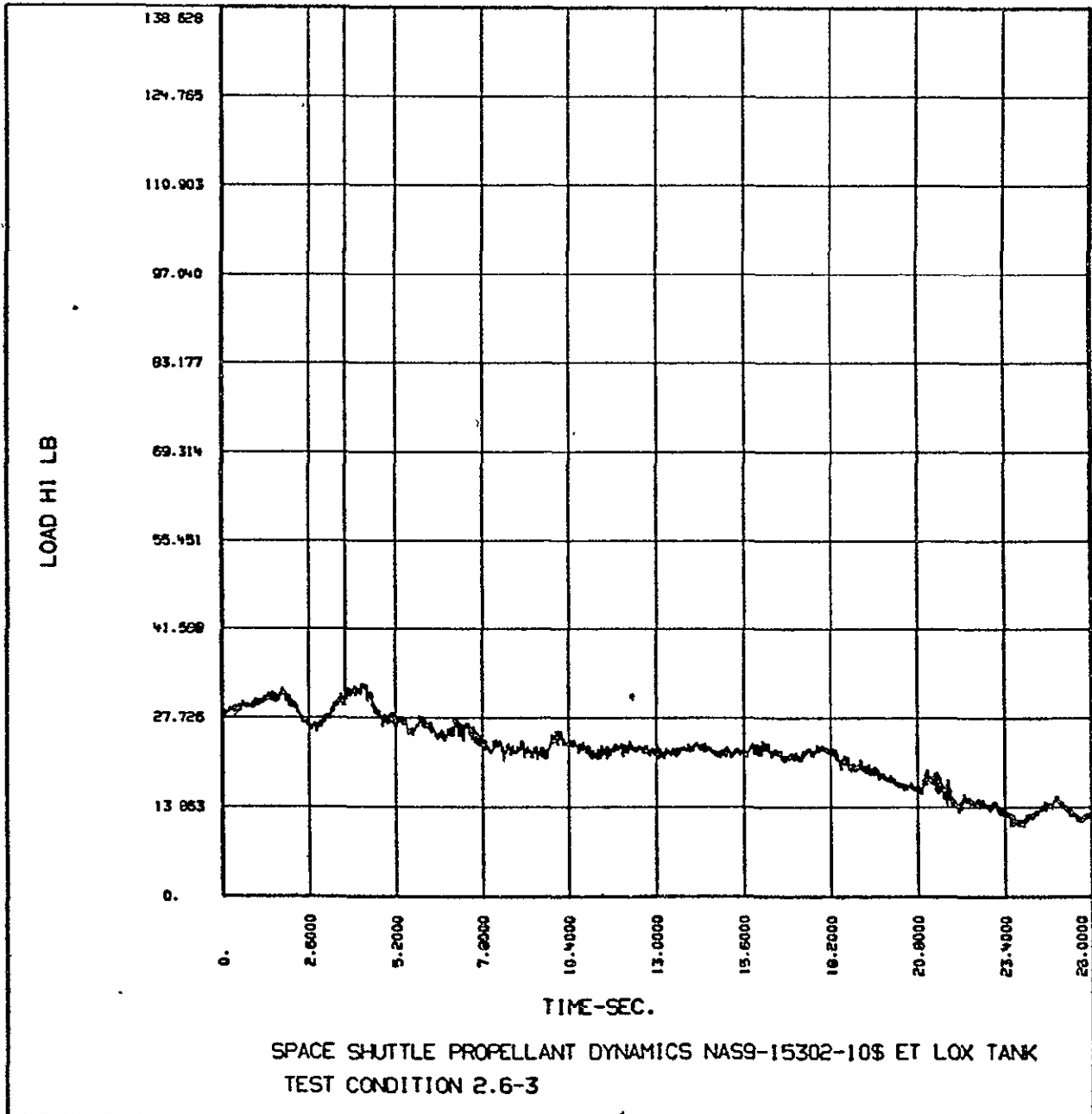
Target Acceleration—0.2 g



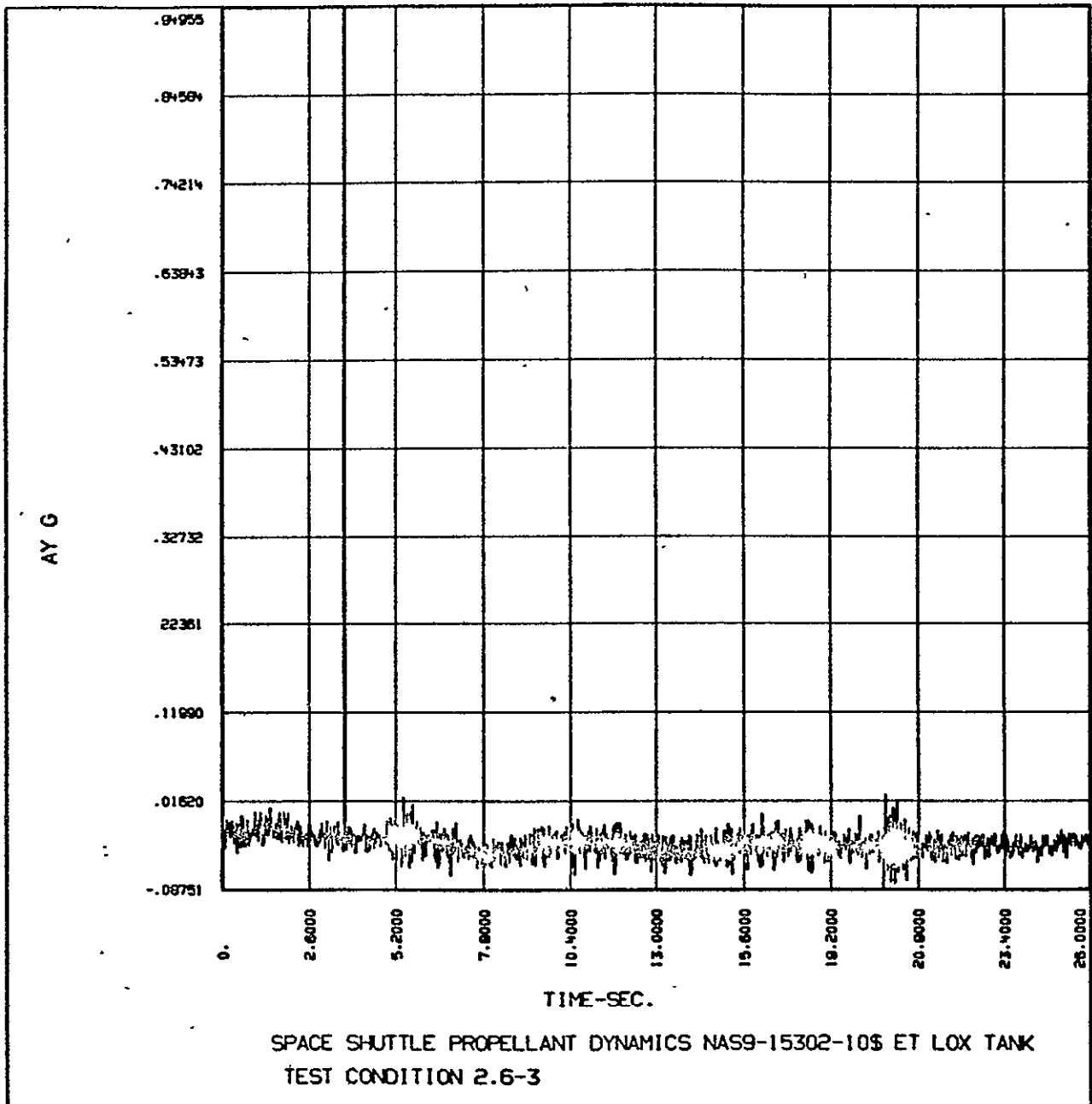
A-156



A-157

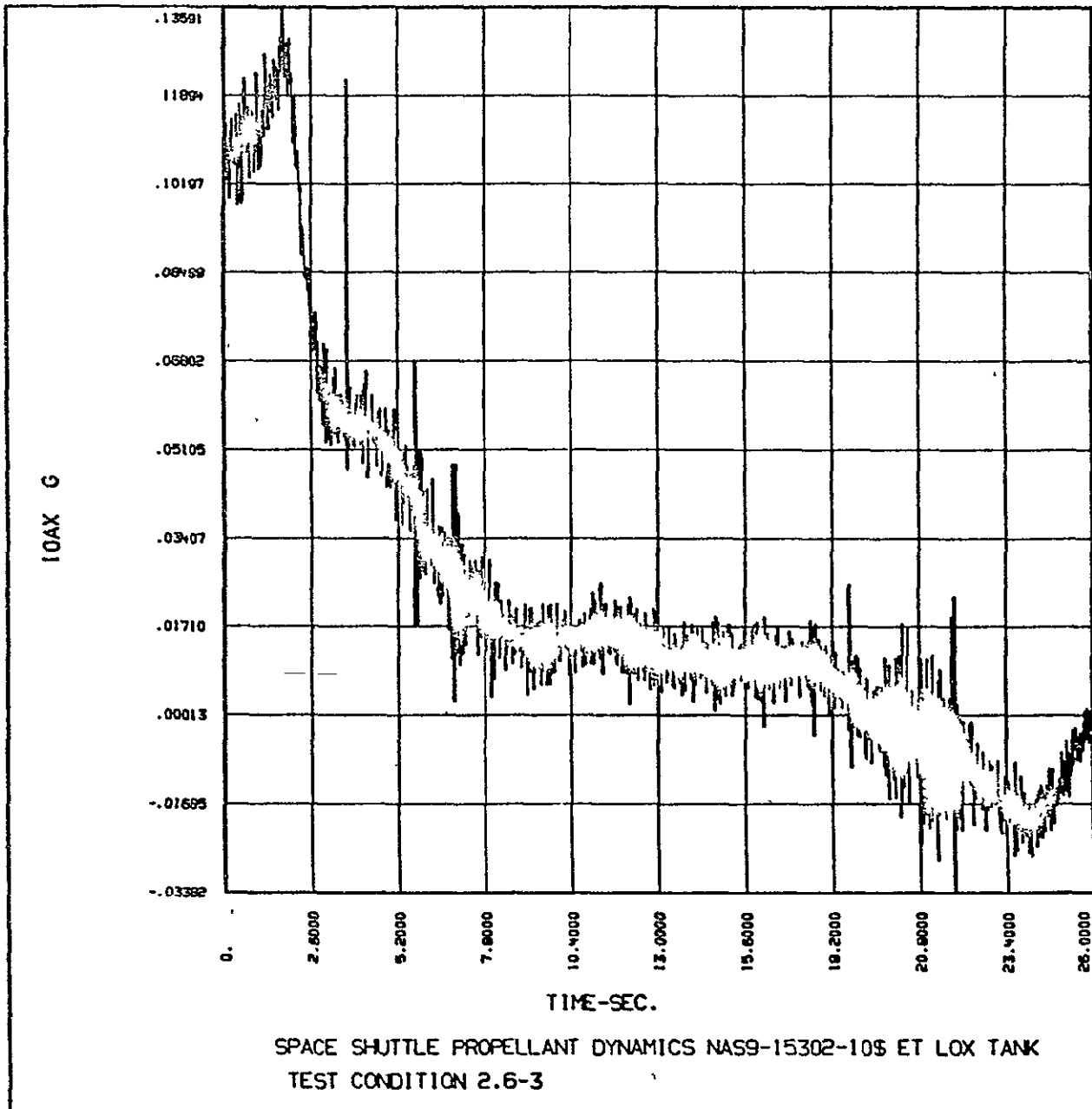


A-158

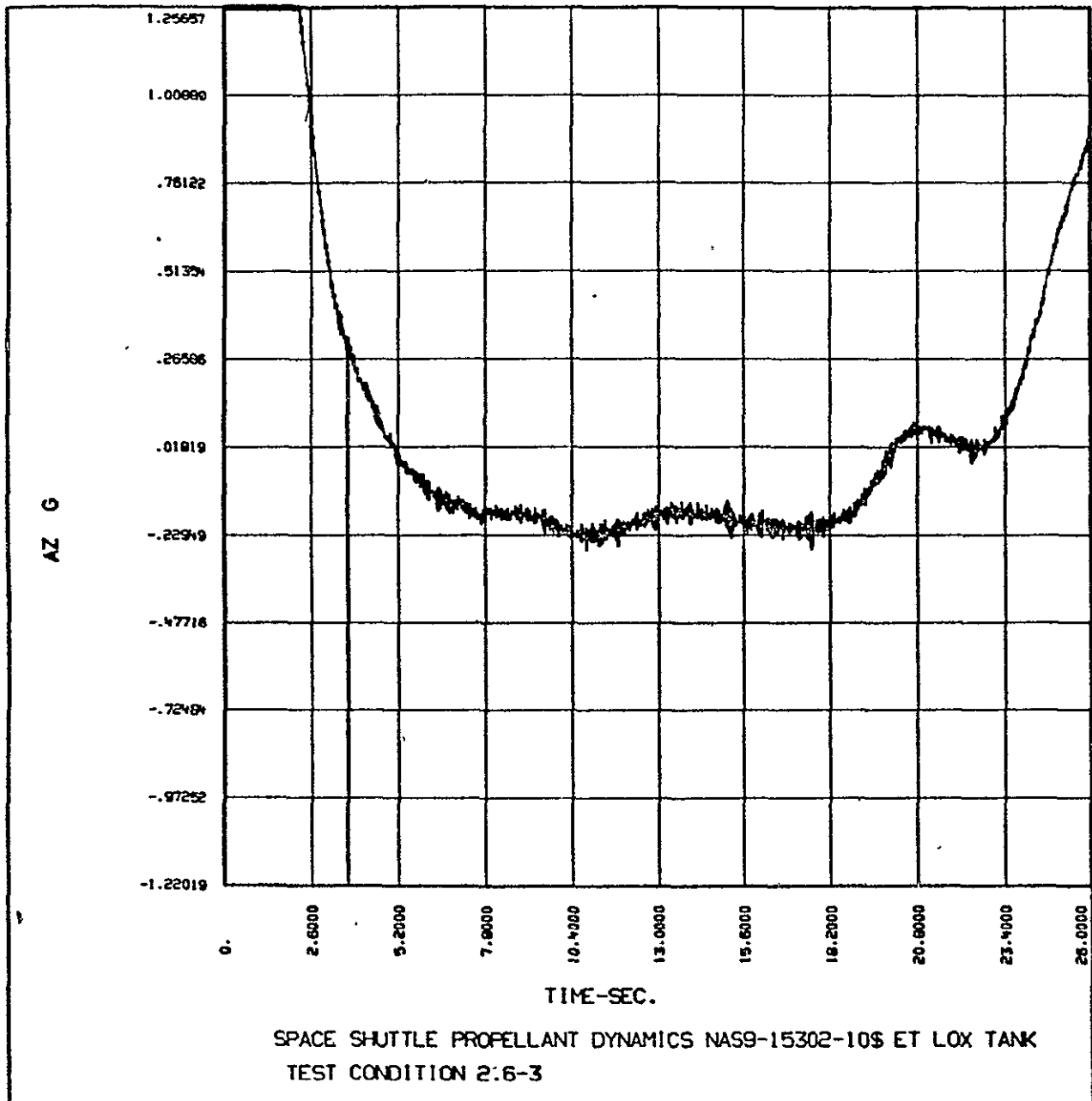


(NO DATA)

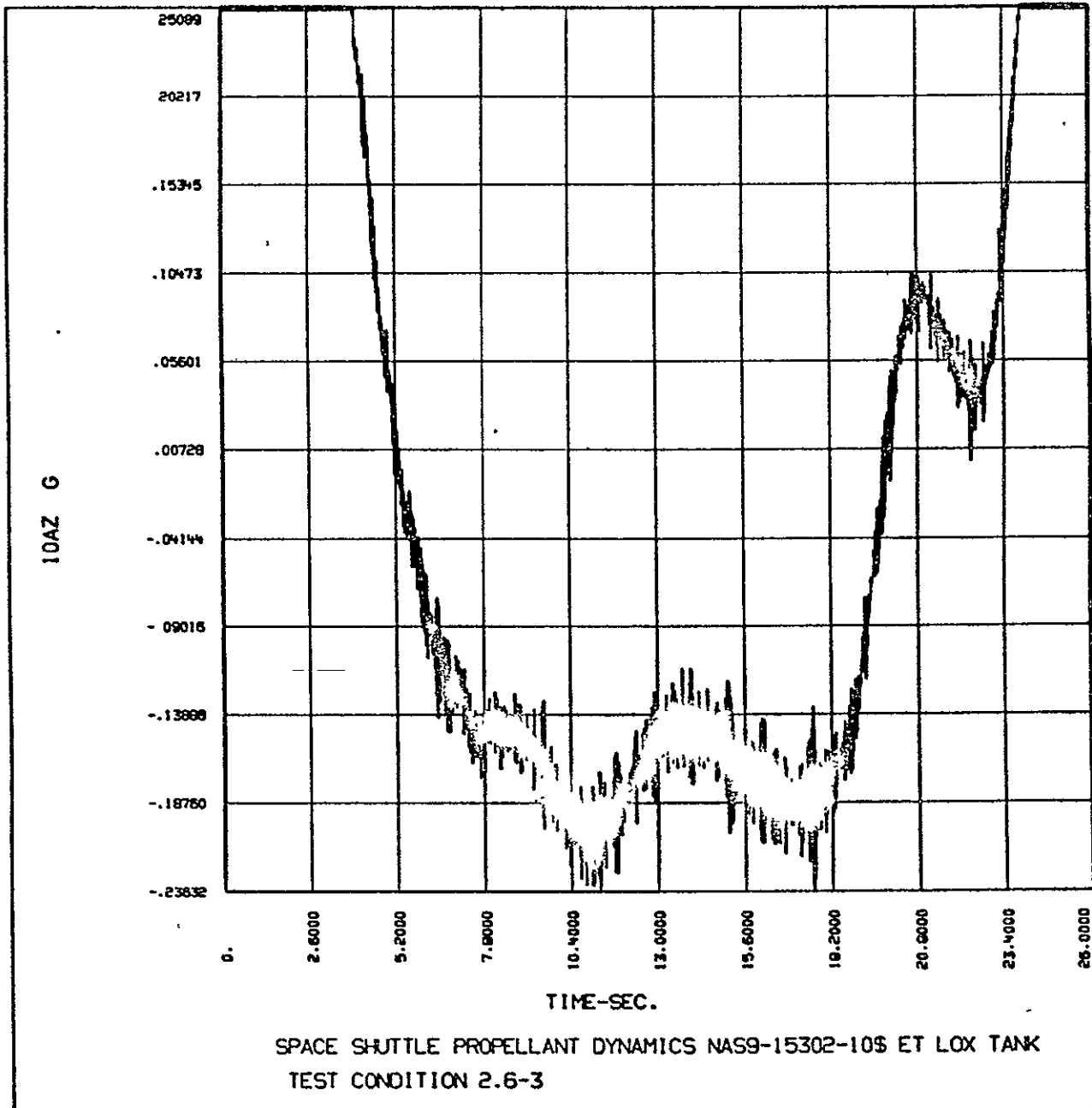
A-159



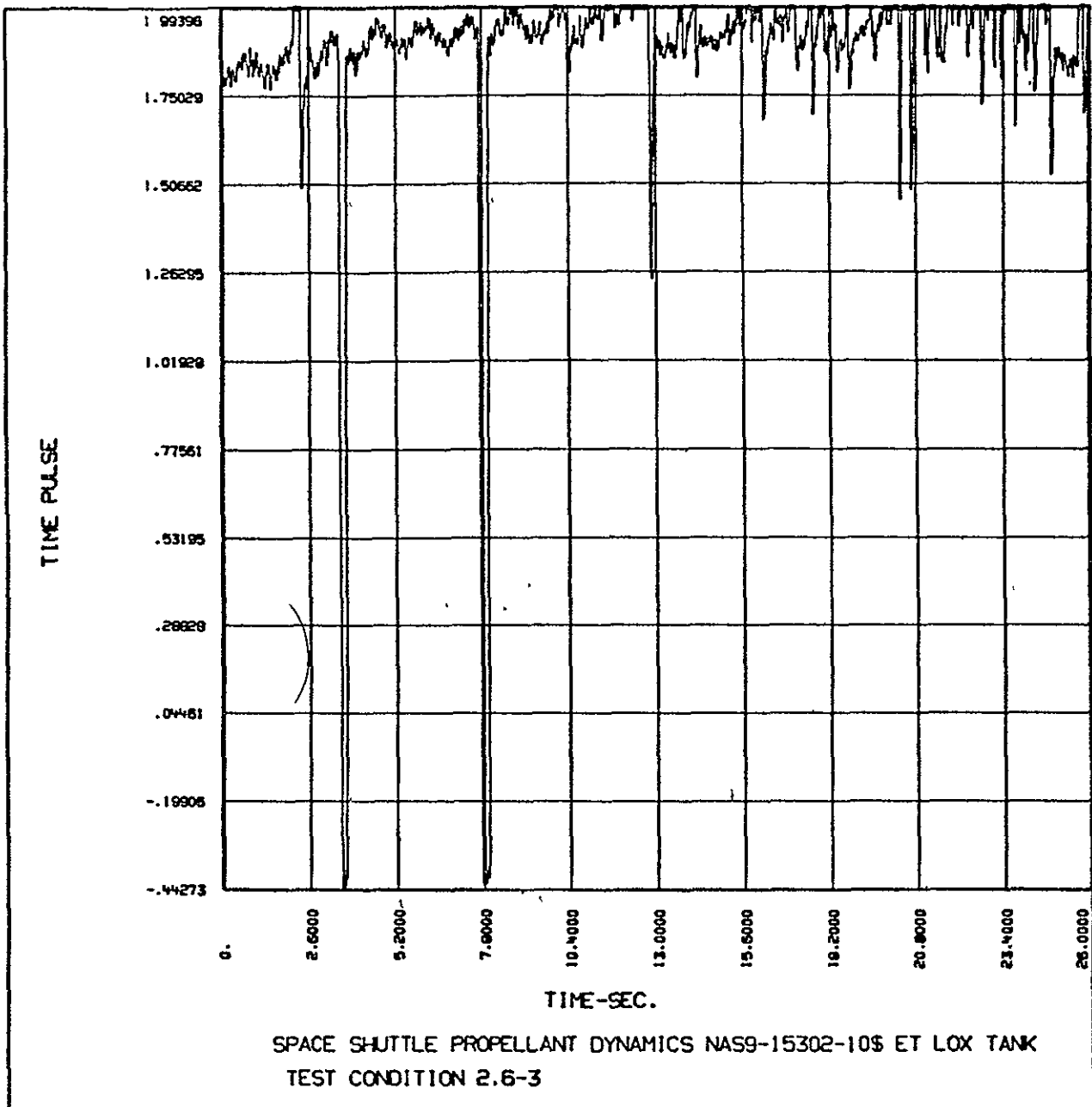
A-160



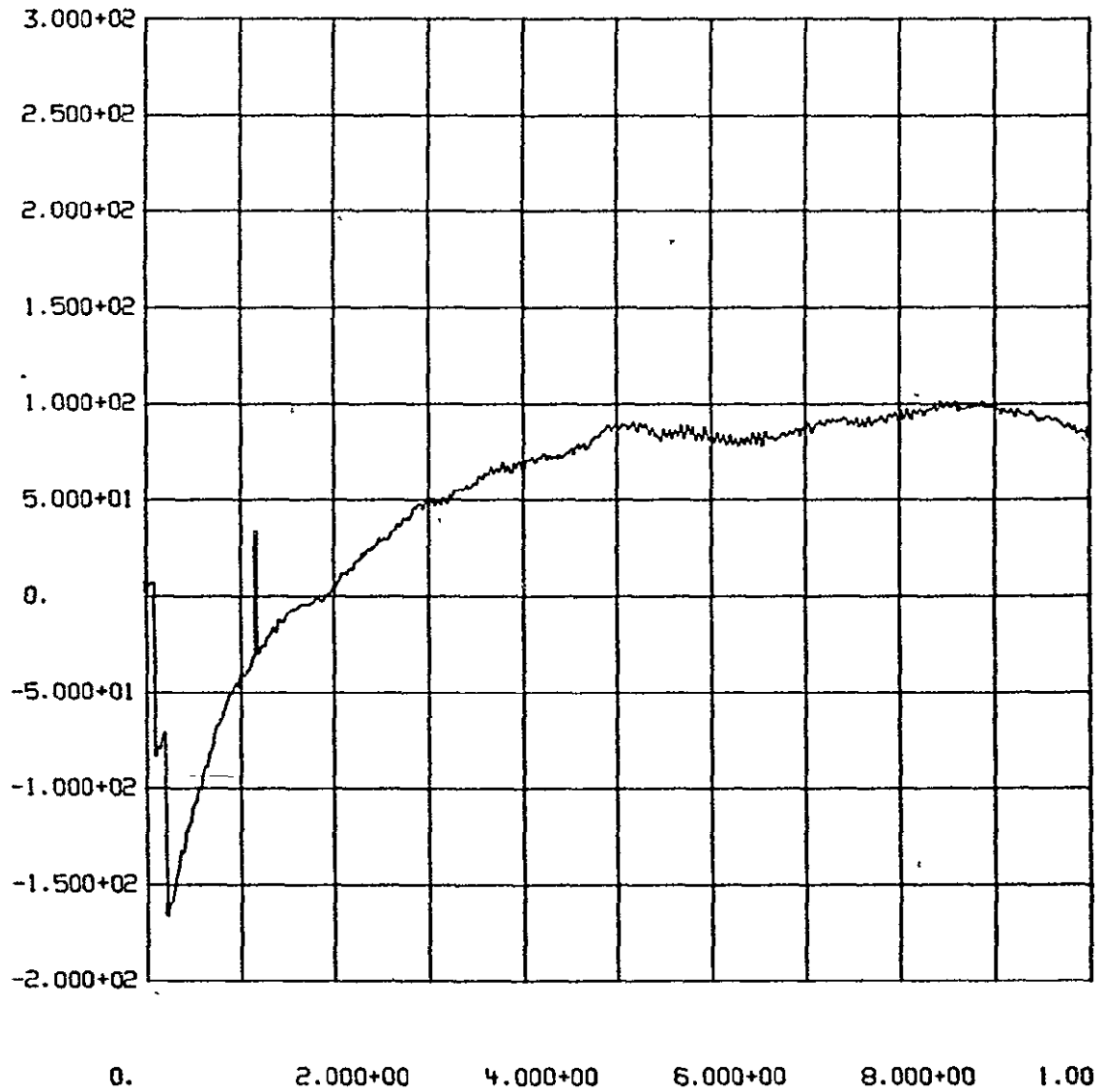
A-161



A-162



A-163



Z-LOAD

VS

TIME

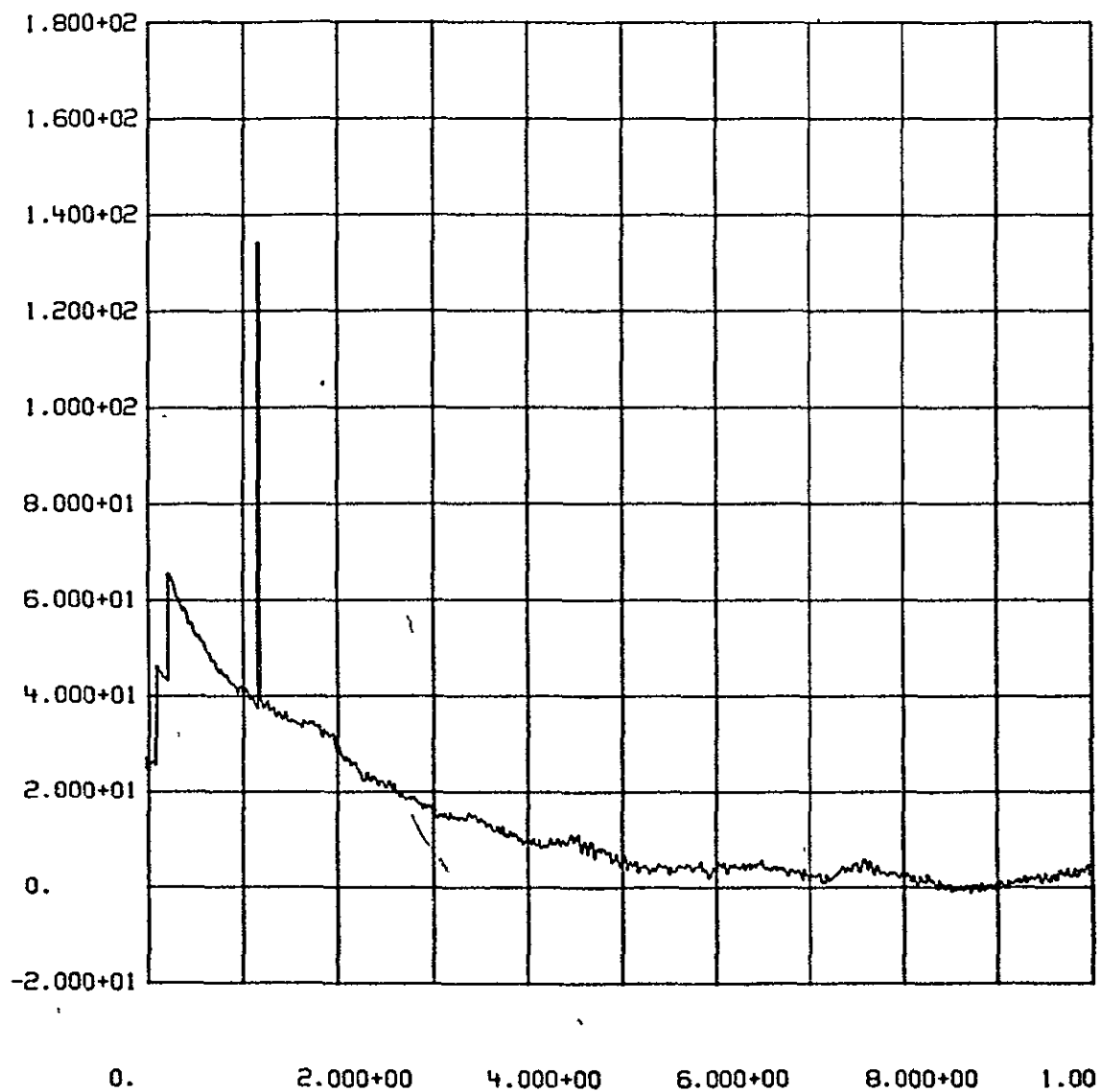
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.6-3 * UNFLT *

A-164



Y-LOAD

VS

TIME

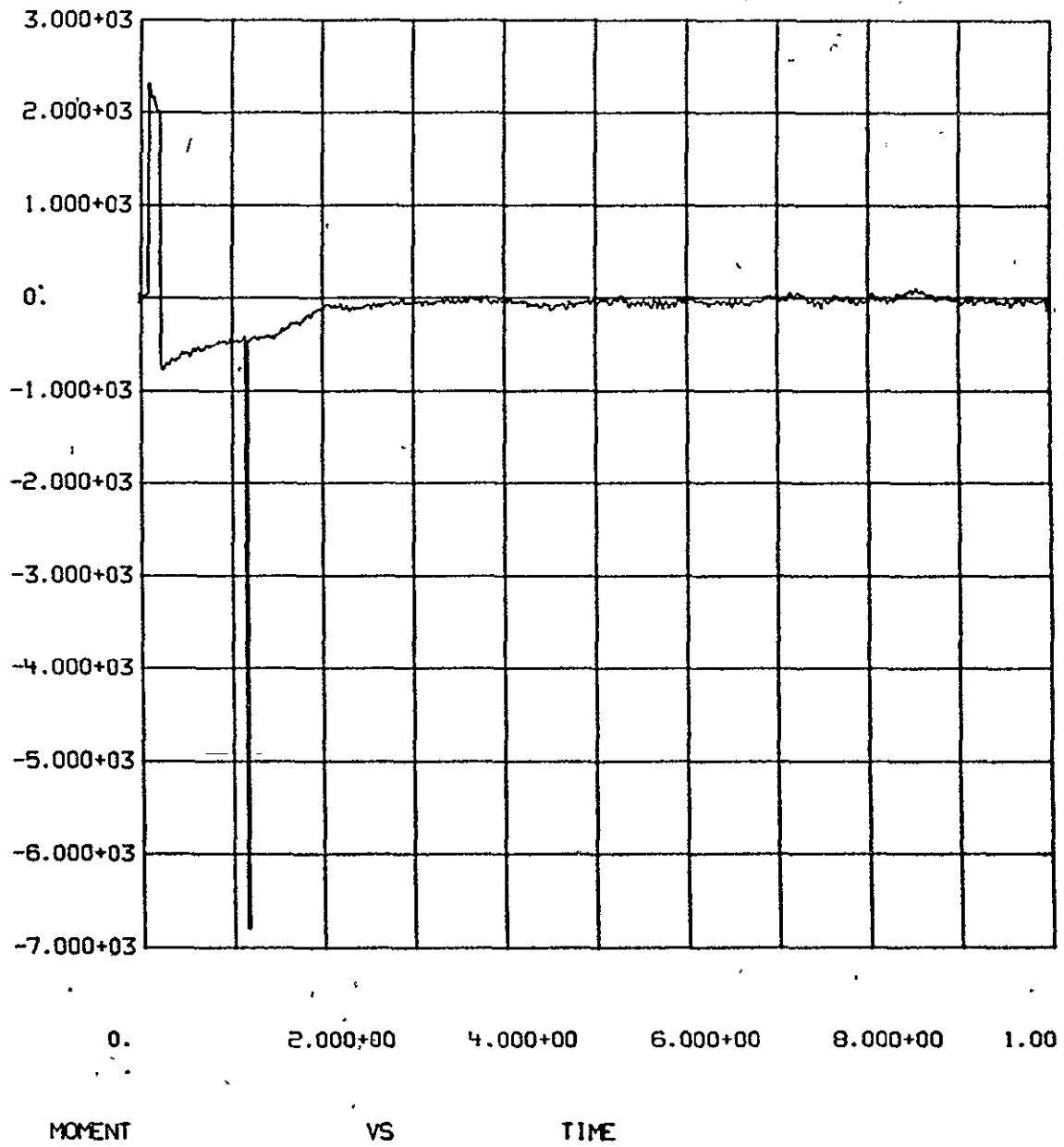
1

FLT 2

03N078

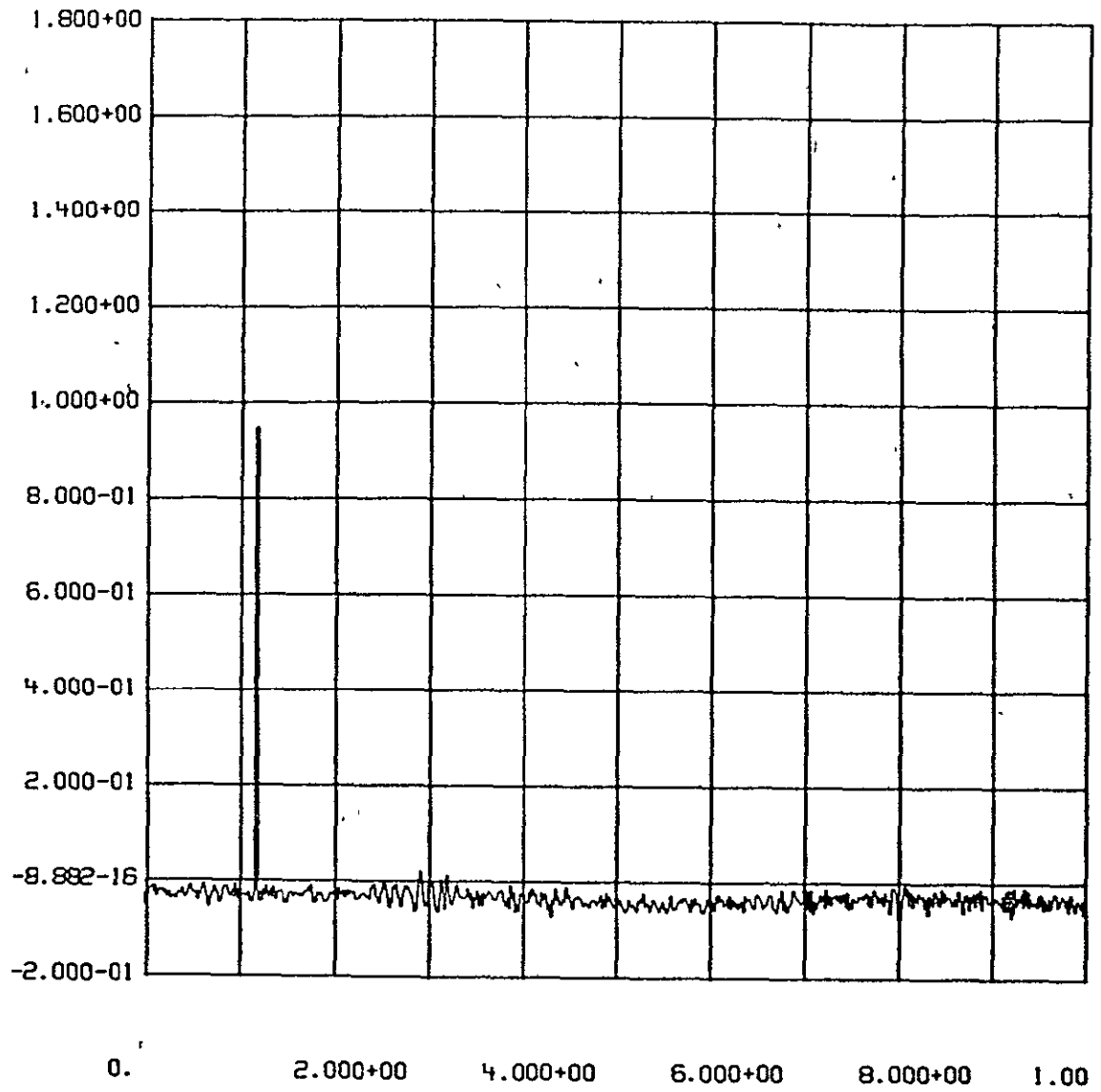
FLIGHT 2 TEST CONDITION 2.6-3 * UNFLT *

A-165



1 FLT 2 03N078 FLIGHT 2 TEST CONDITION 2.6-3 * UNFILT *

A-166



AC YAC

VS

TIME

1

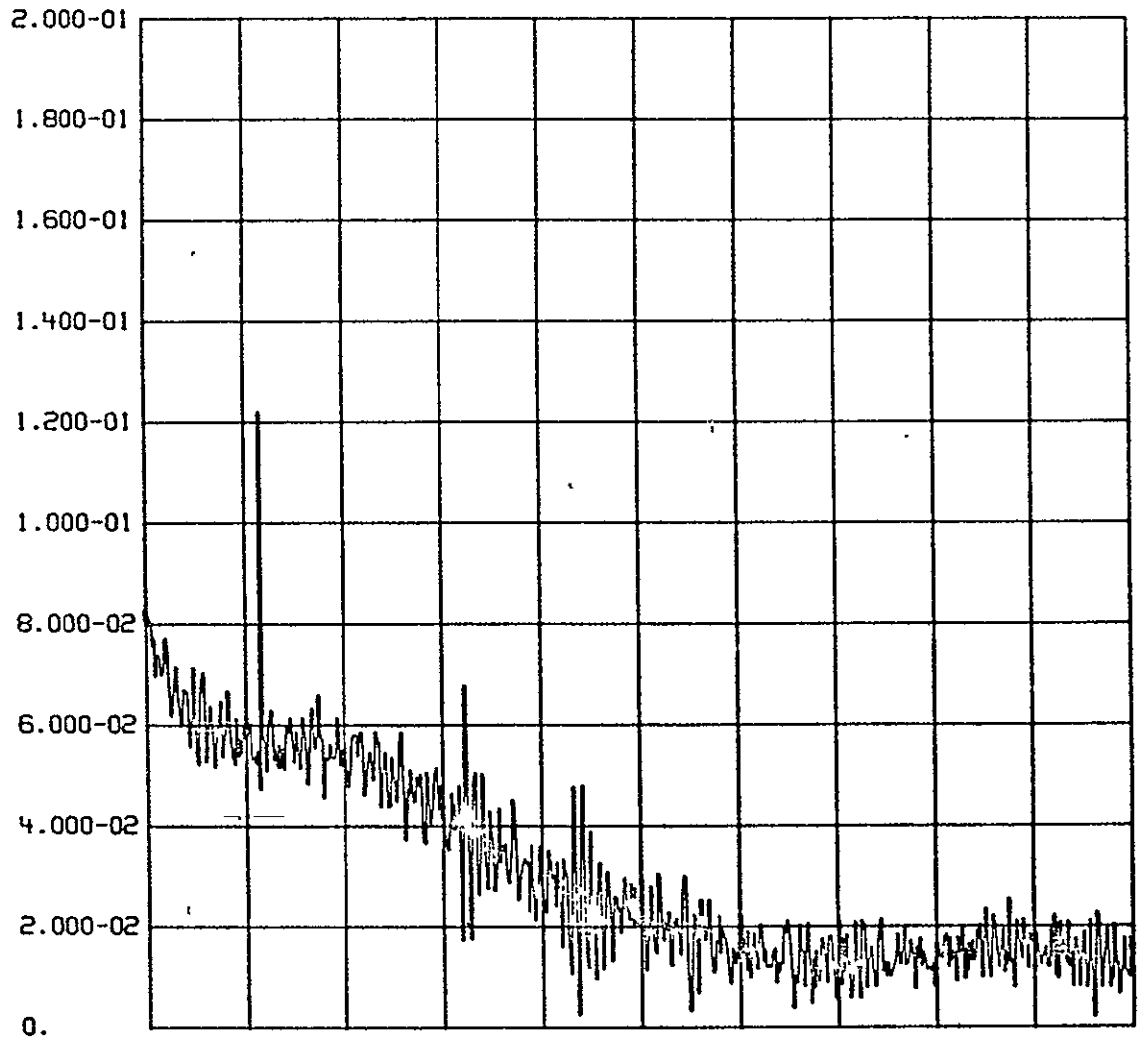
FLT 2

03NO78

FLIGHT 2 TEST CONDITION 2.6-3 * UNFILT *

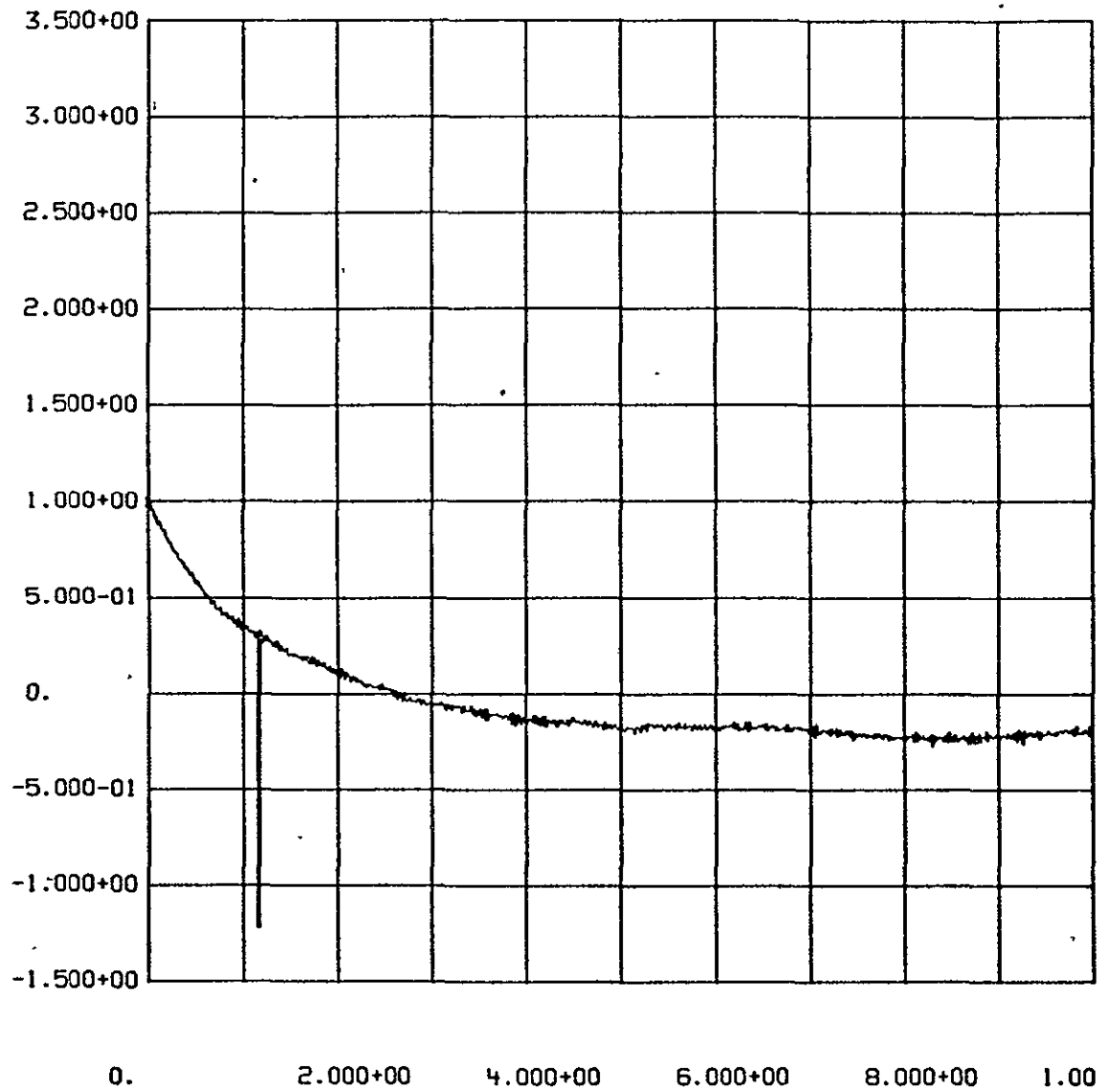
(NO DATA)

A-167



AC XAC	VS	TIME
1	FLT 2	03N078 FLIGHT 2 TEST CONDITION 2.6-3 * UNFLT *

A-168



AC ZAC

VS

TIME

1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.6-3 * UNFLT *

Test Data Condition 2.7-2

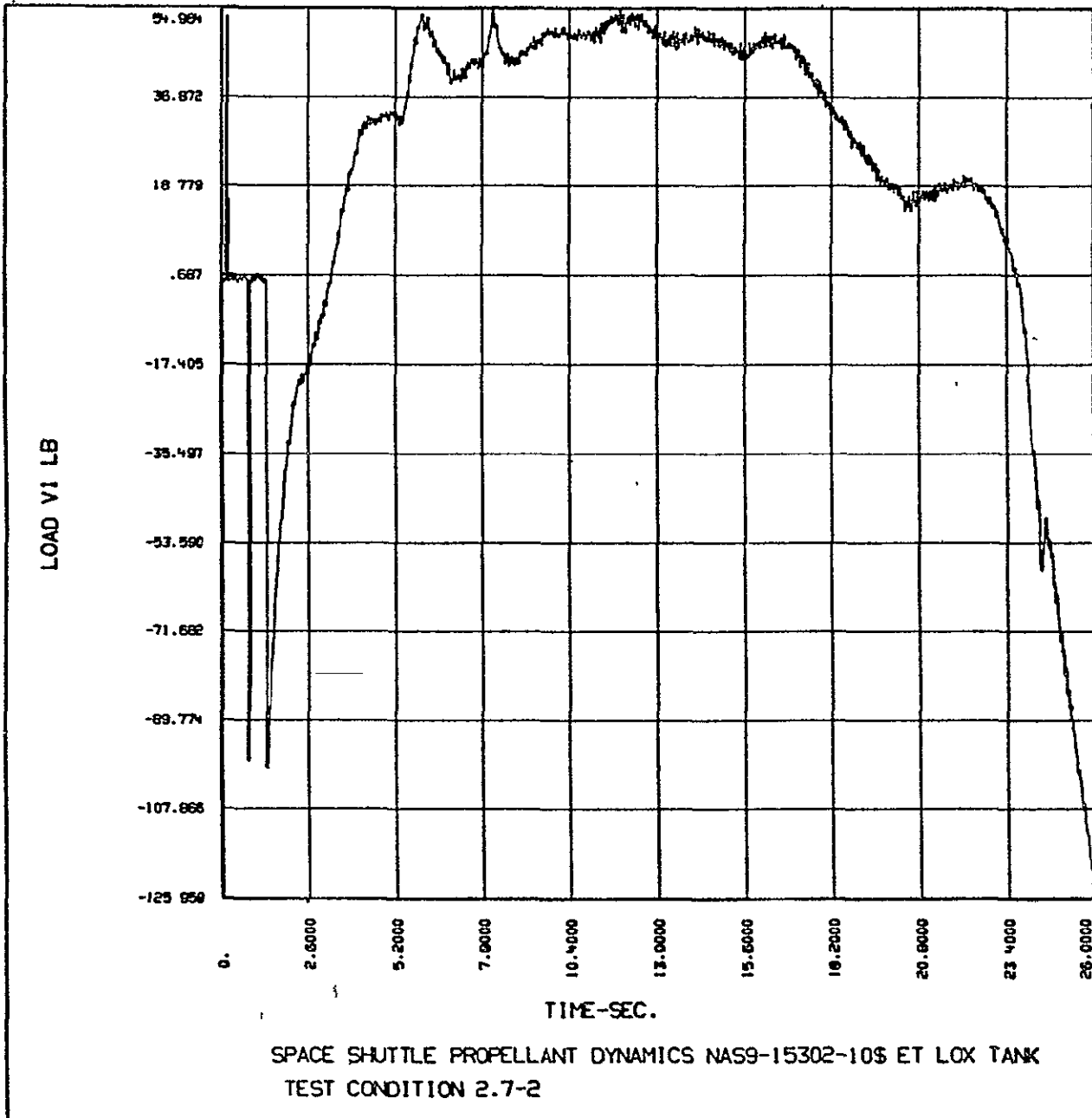
Baffles

Test Fluid — FC 113

Orientation — 13°

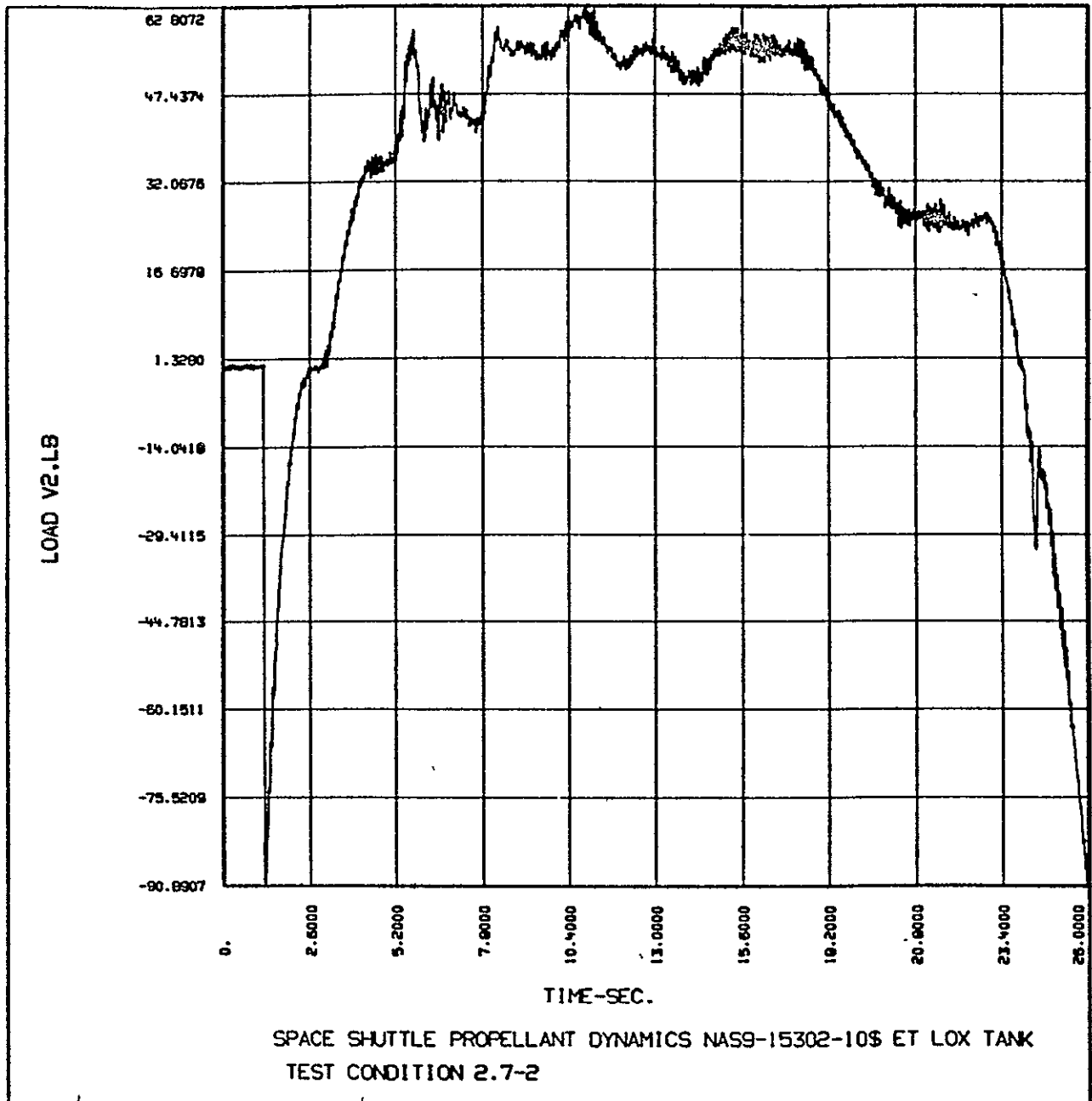
Fill Volume — 10%

Target Acceleration—0.2 g

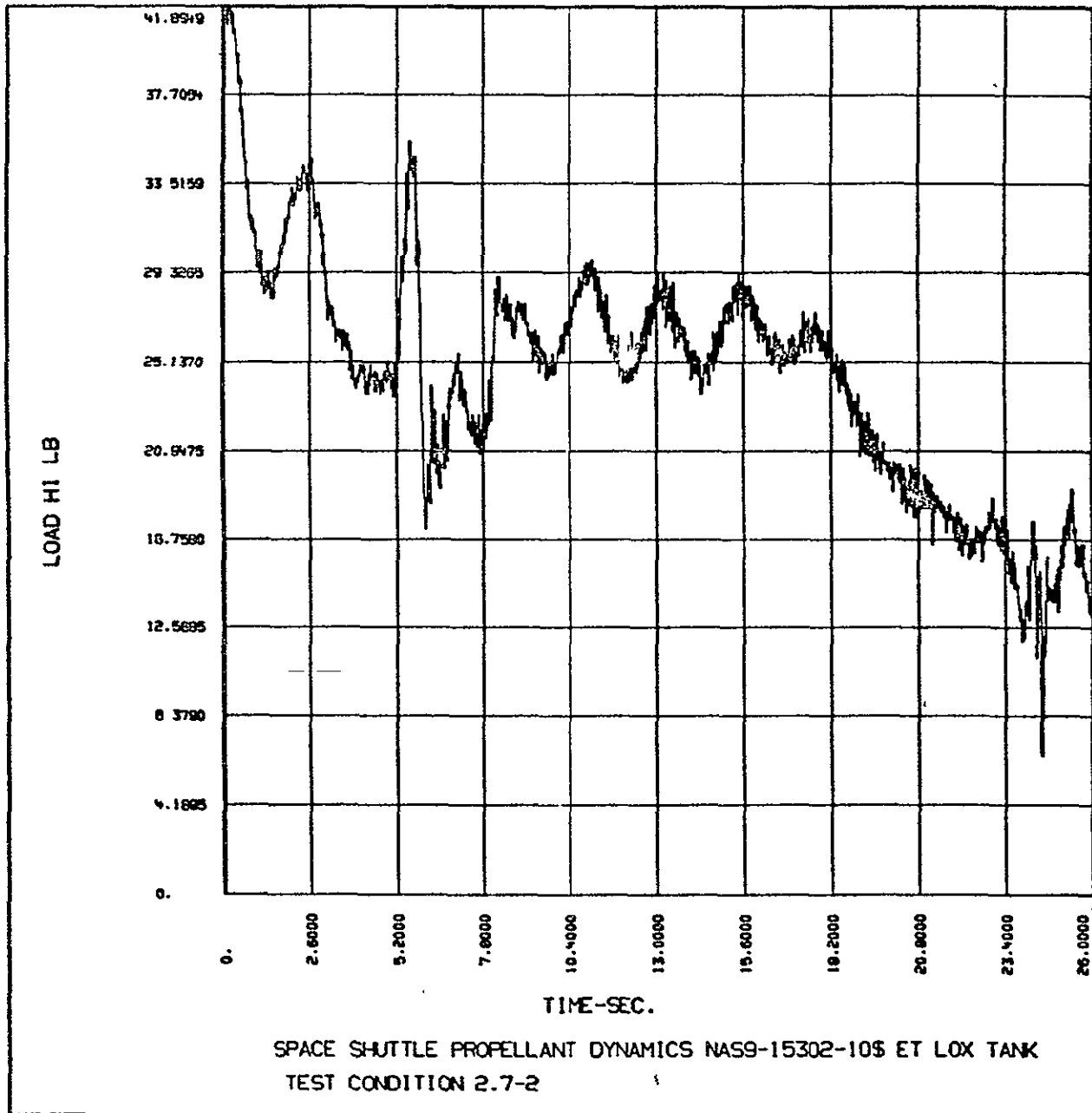


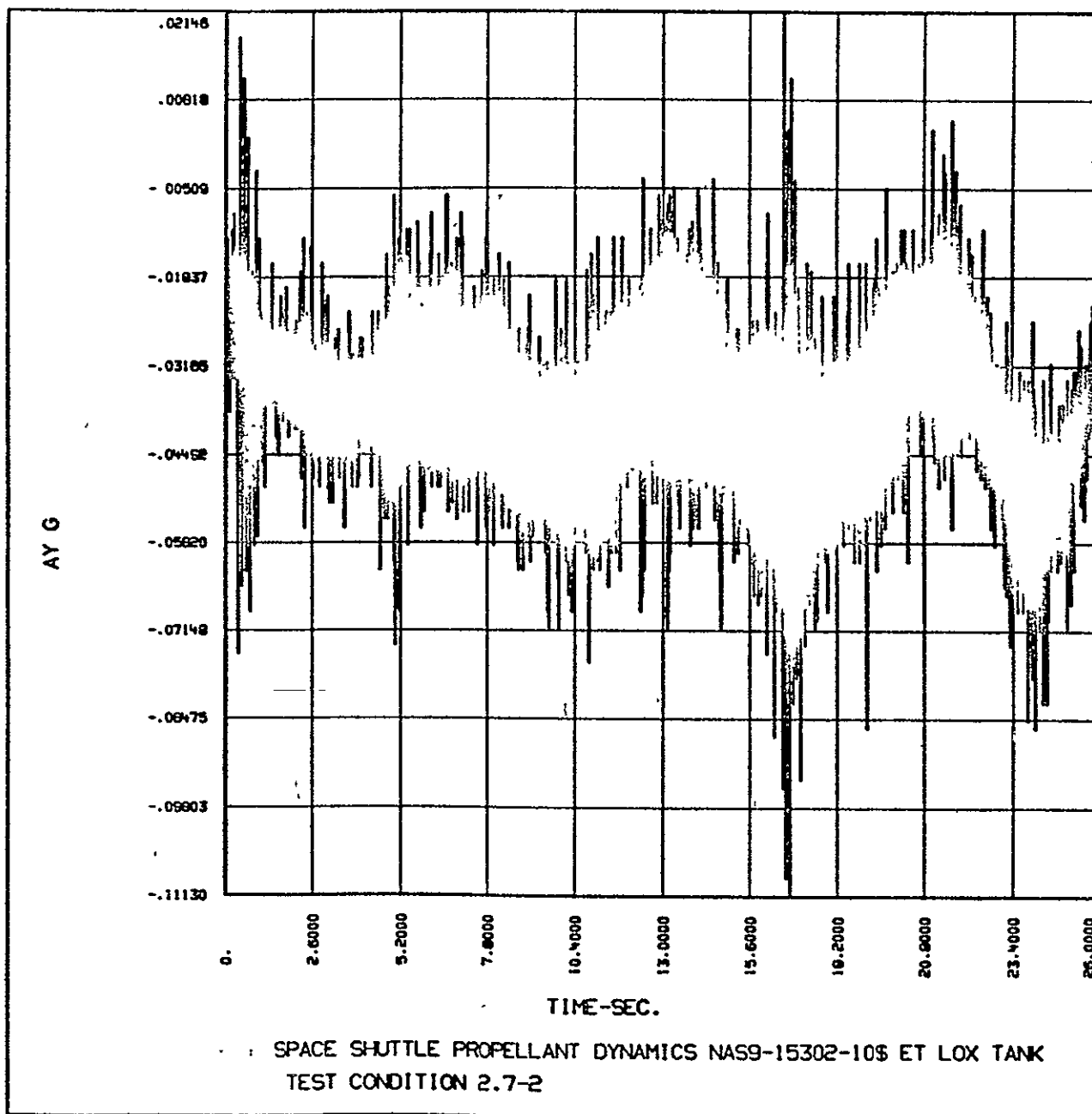
A 173

A-170

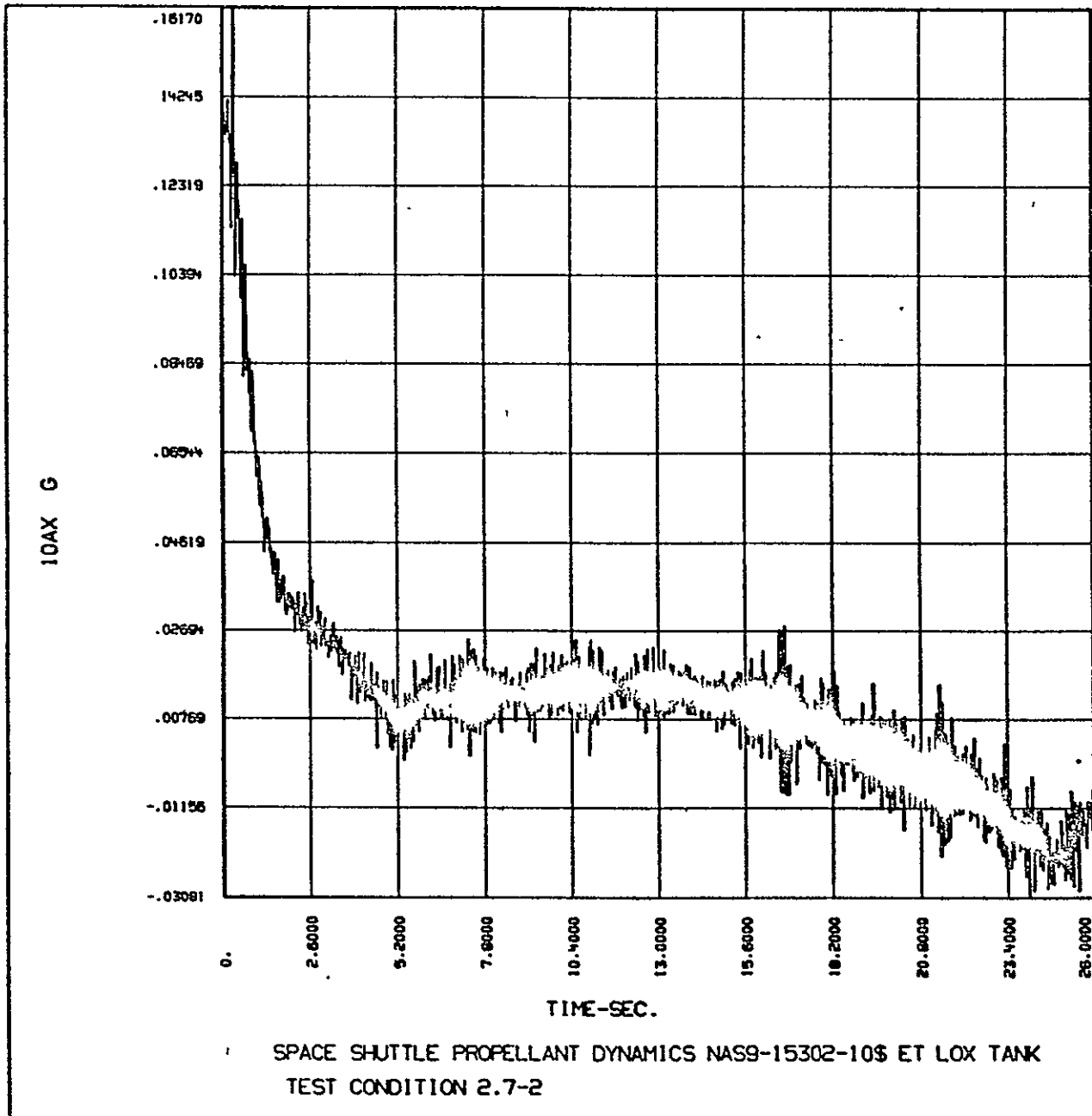


A-171

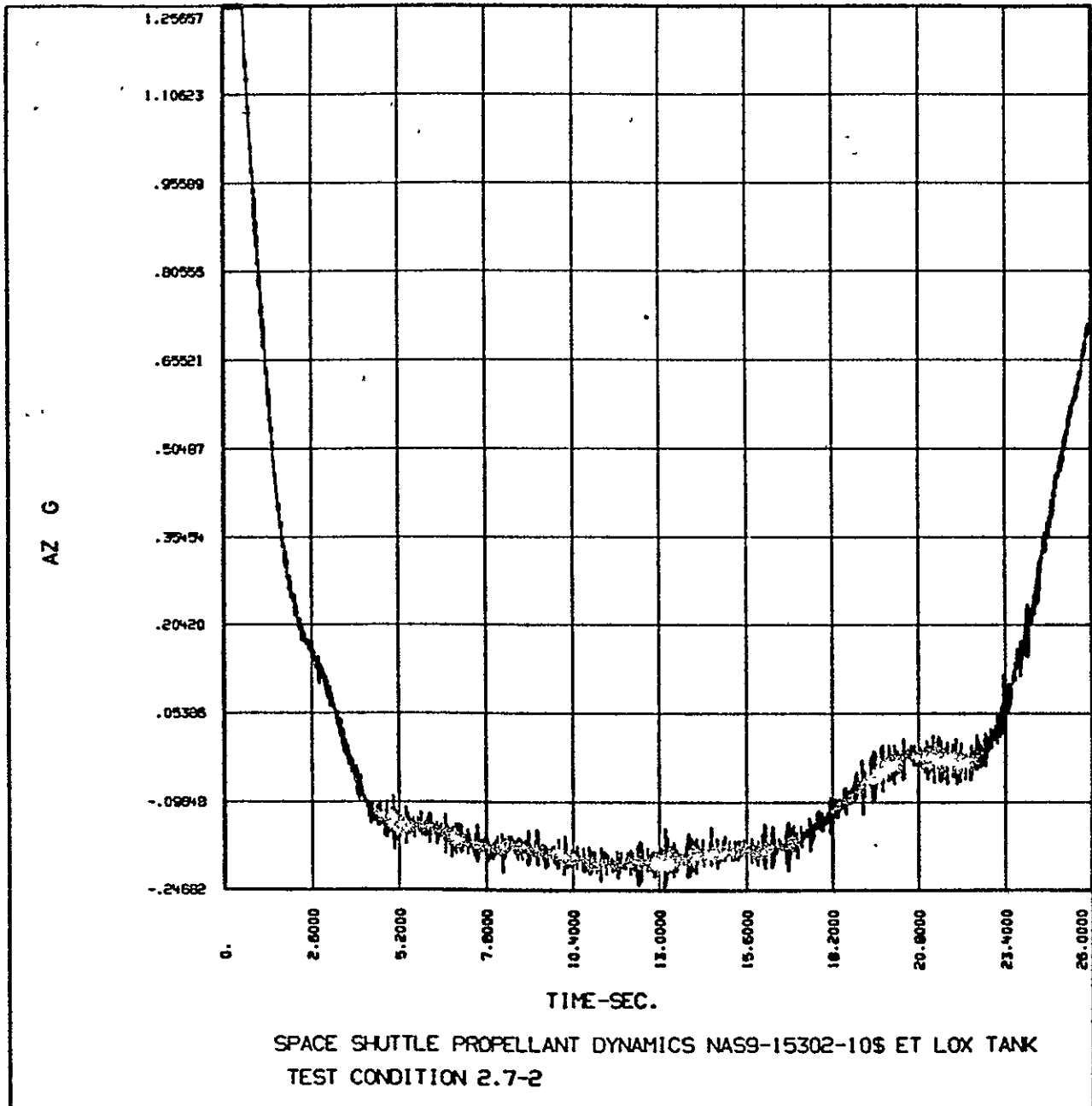




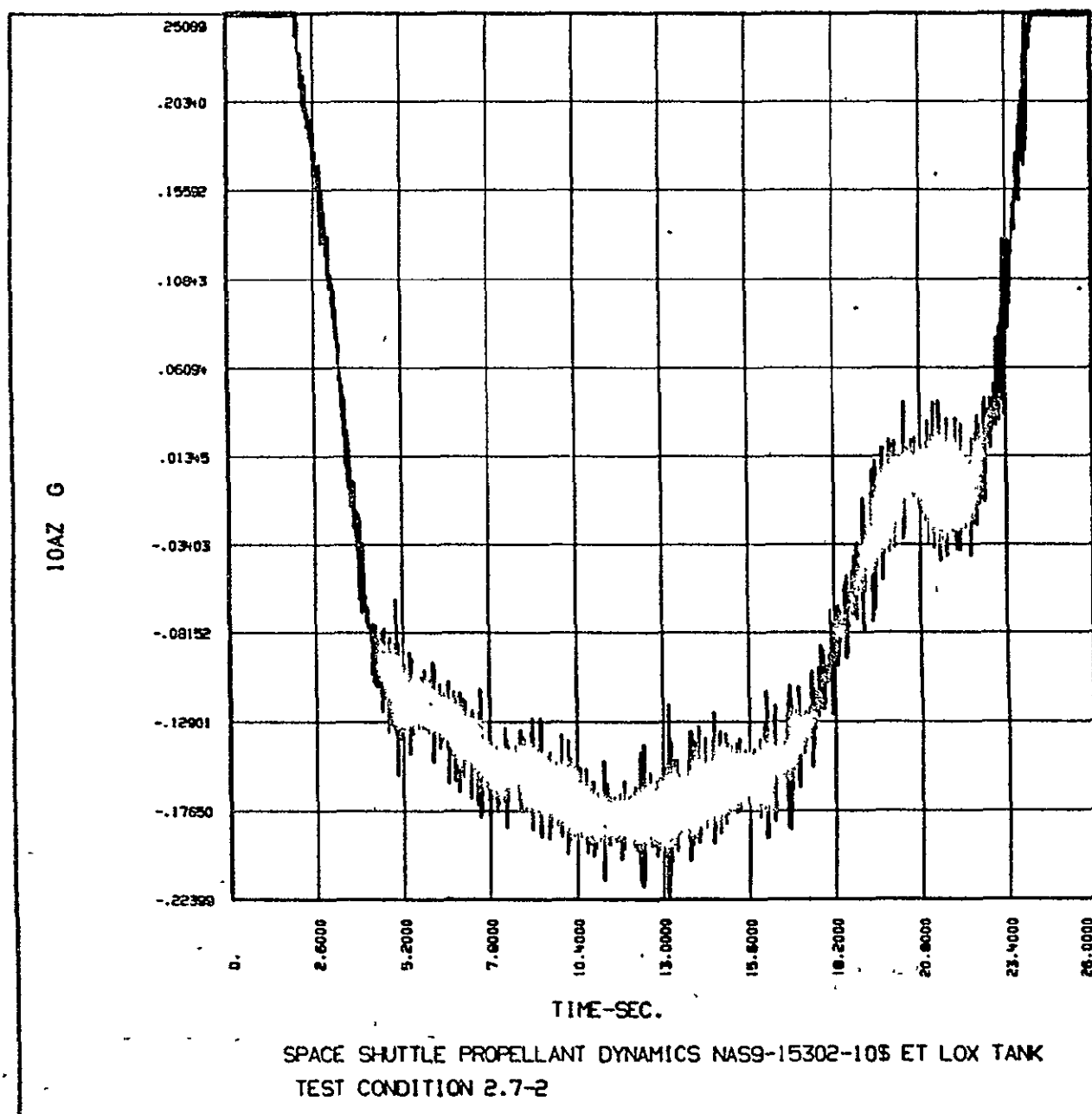
A-173



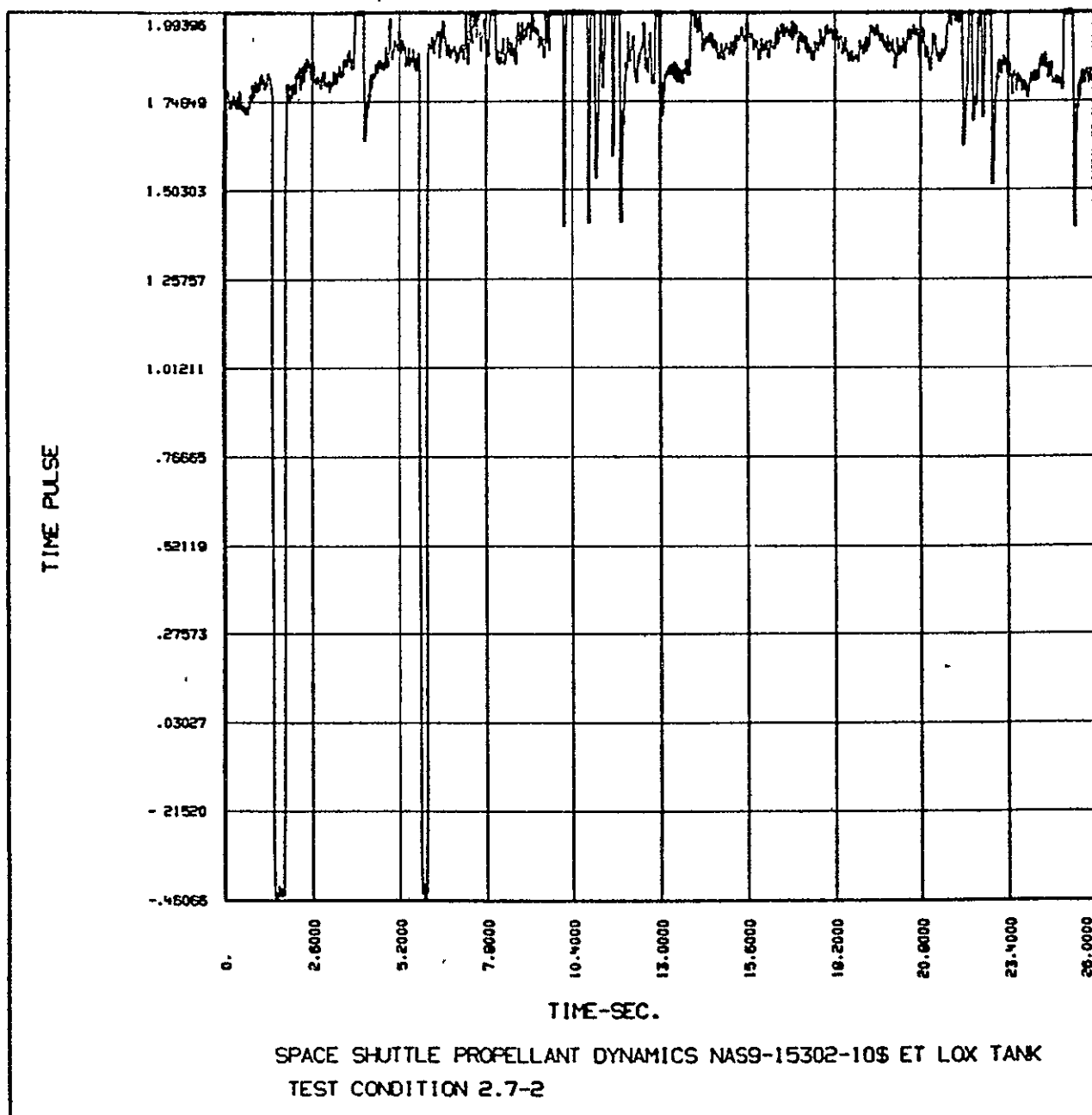
A-174



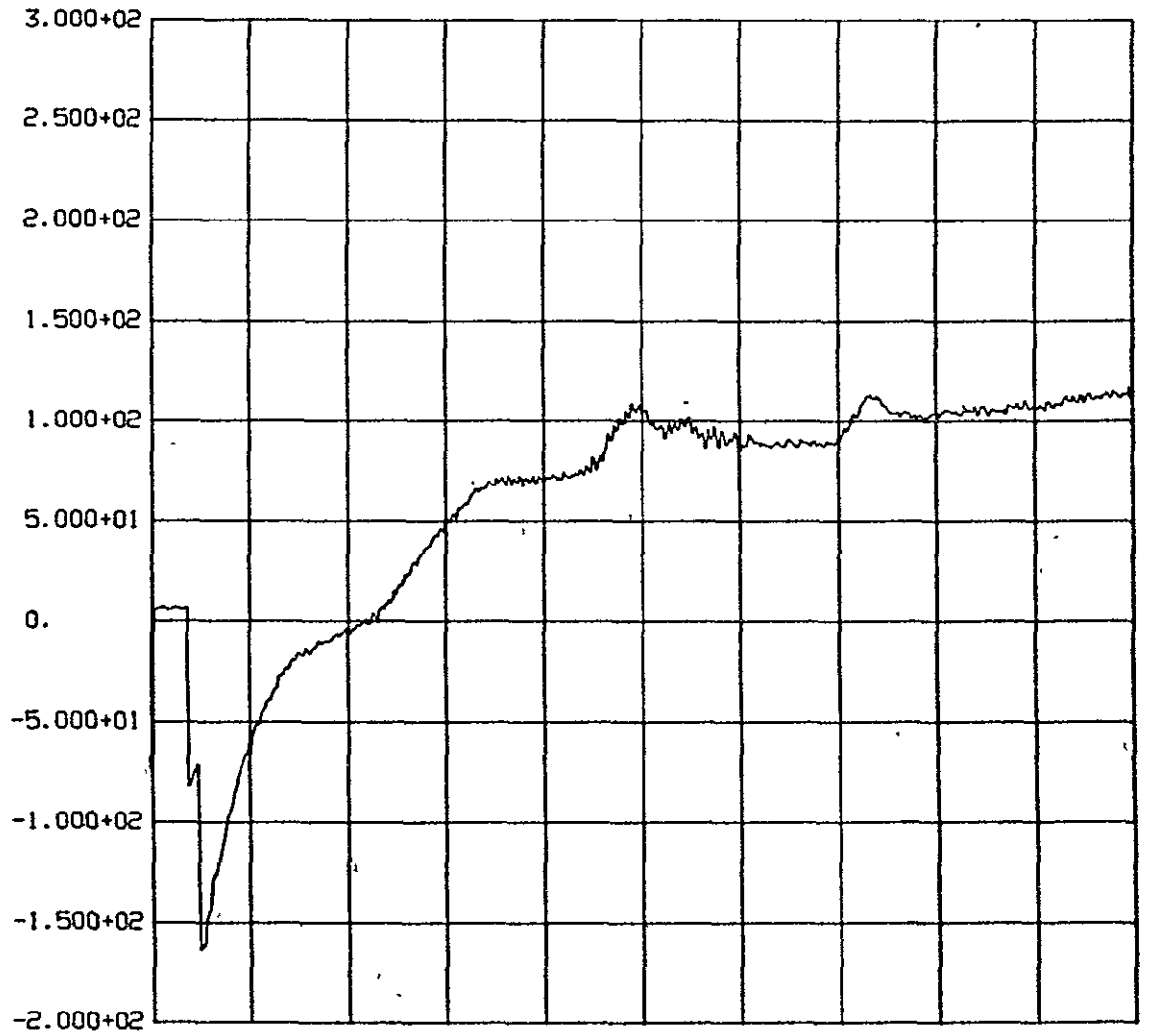
A-175



A-176



A-177



Z-LOAD

VS

TIME

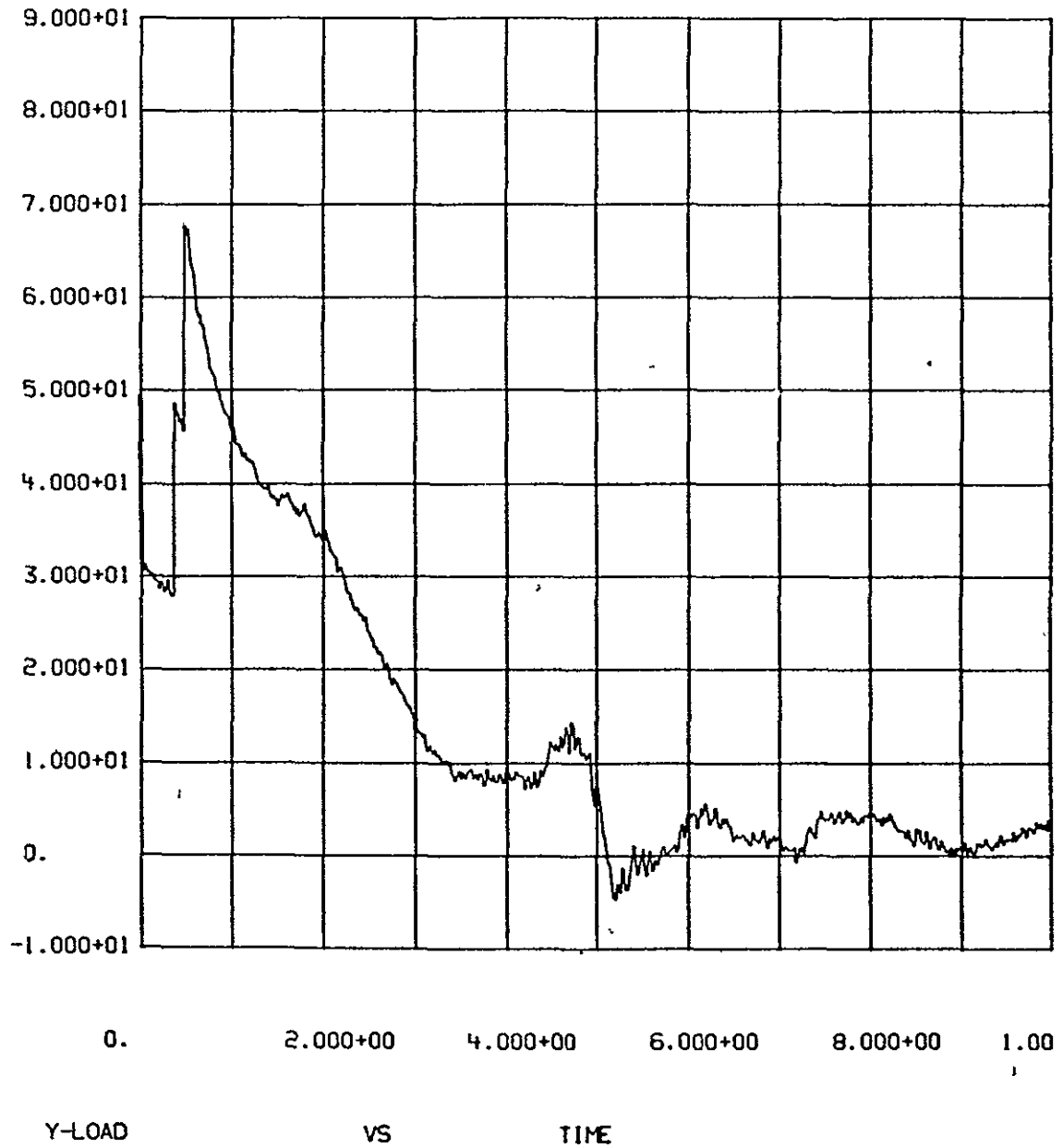
1

FLT 2

03N078

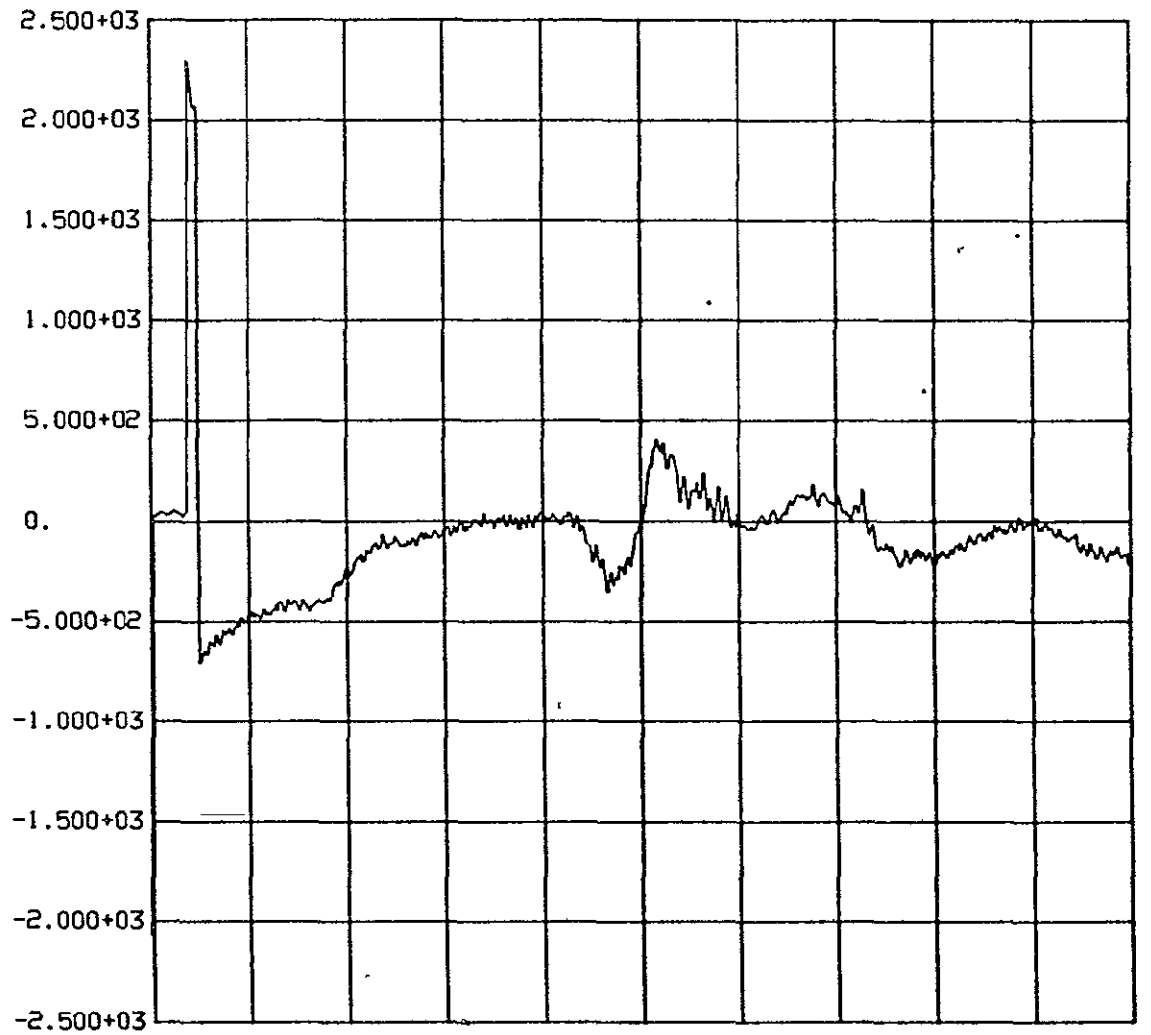
FLIGHT 2 TEST CONDITION 2.7-2 * UNFLT *

A-178



1 FLT 2 03N078 FLIGHT 2 TEST CONDITION 2.7-2 * UNFILT *

A-179



MOMENT

VS

TIME

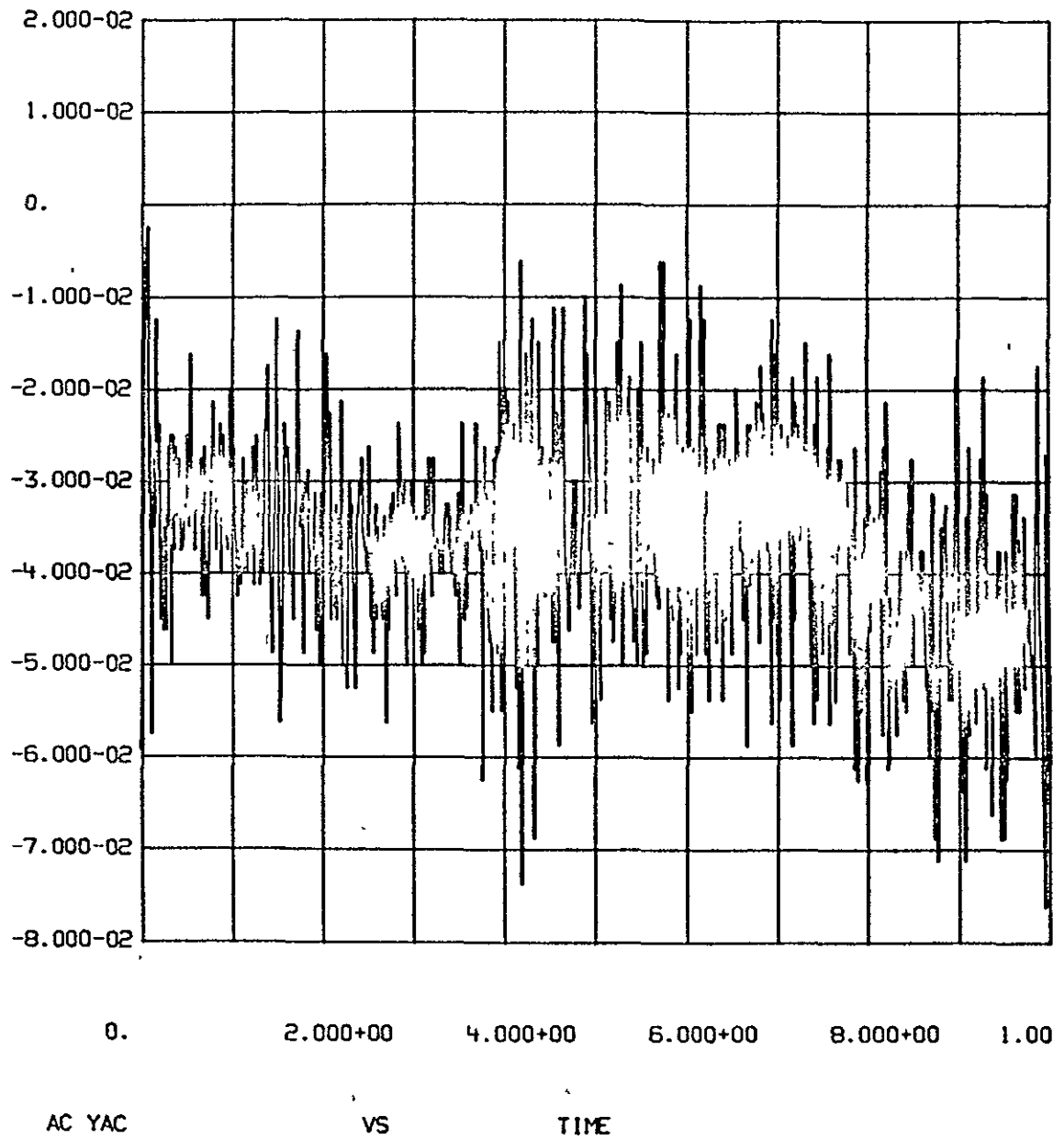
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.7-2 * UNFILT *

A-180



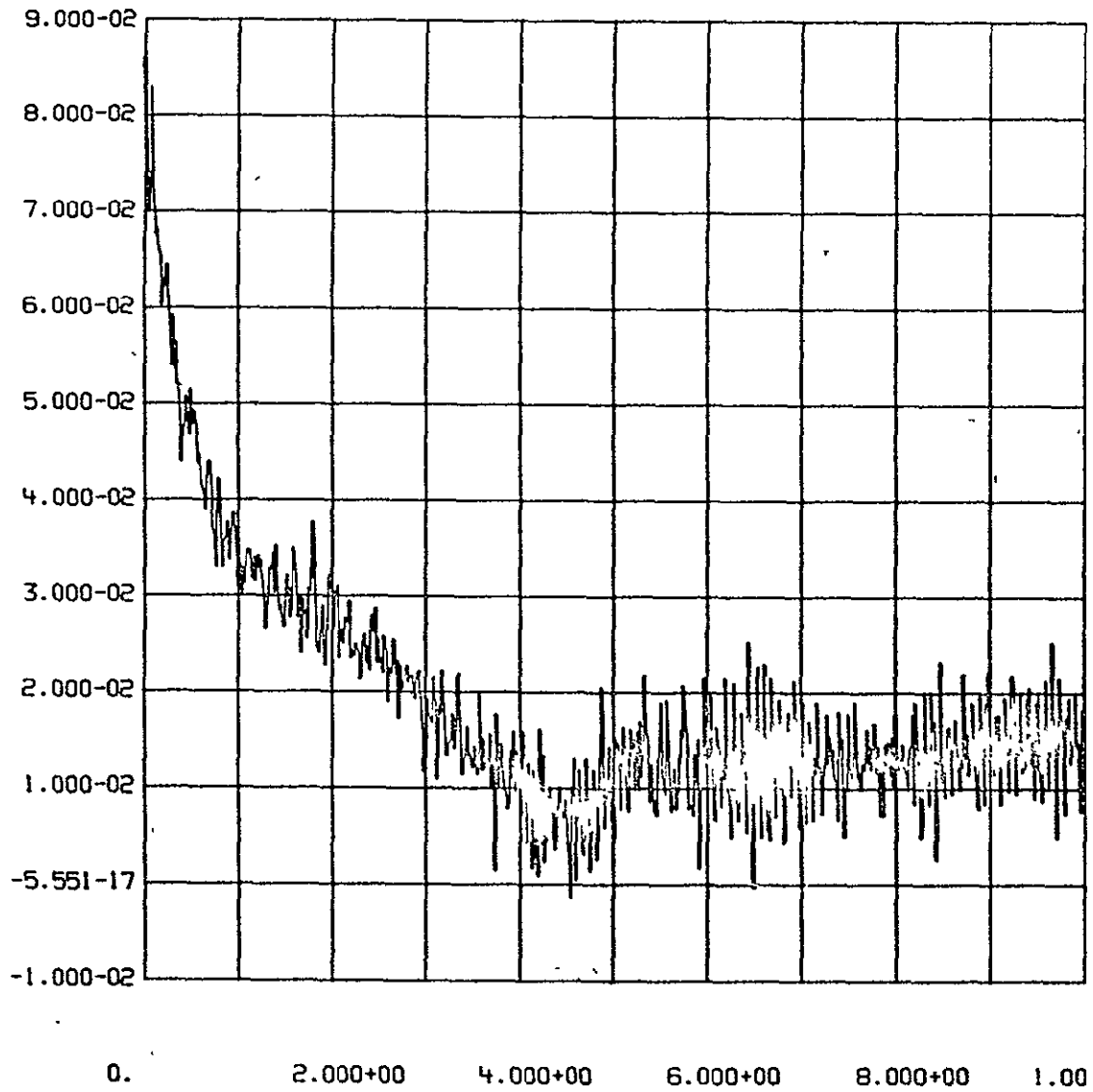
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.7-2 * UNFILT *

A-181



AC XAC

VS

TIME

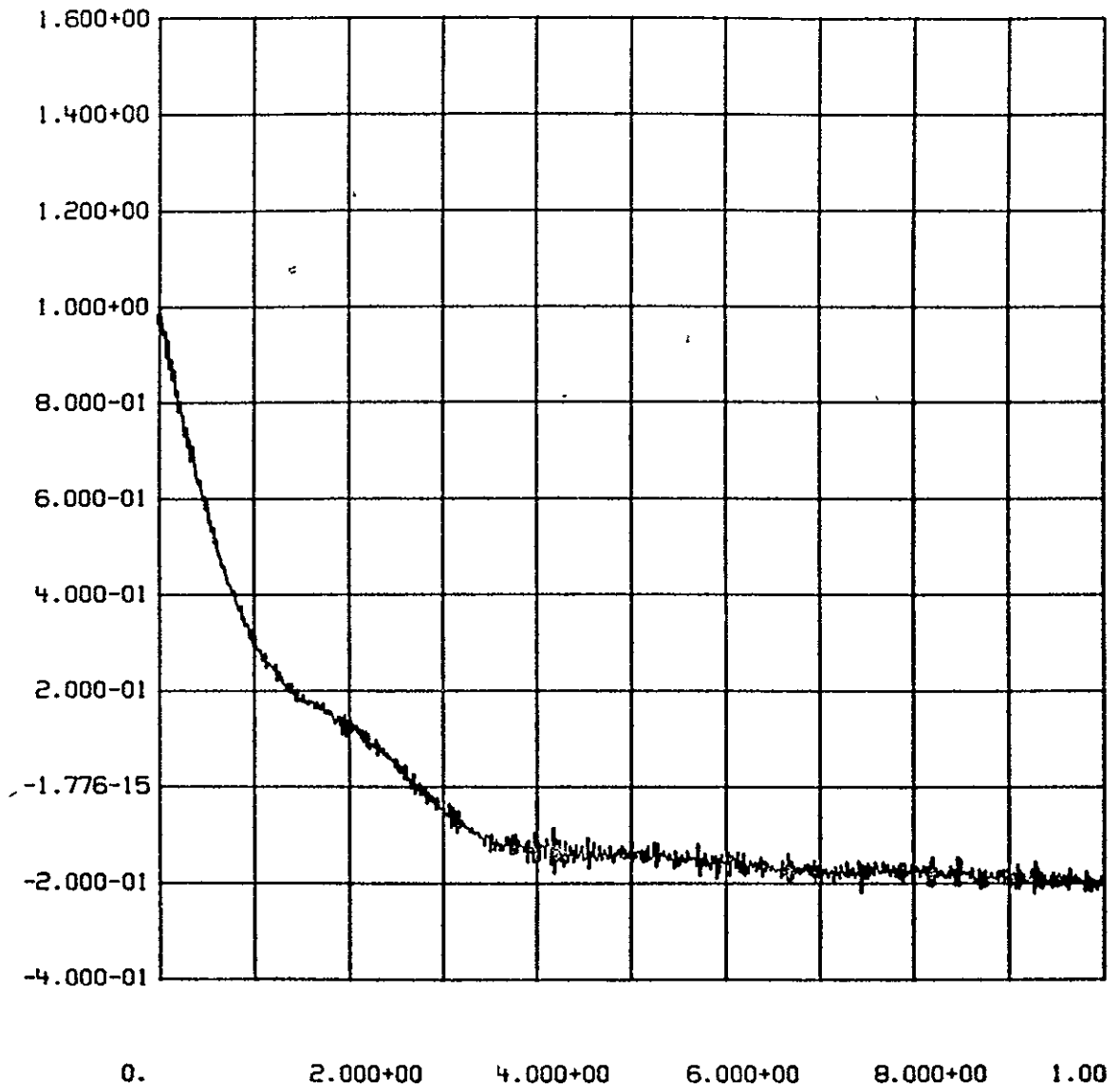
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.7-2 * UNFLT *

A-182



AC ZAC

VS

TIME

1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.7-2 * UNFILT *

Test Data Condition 2.8-2

Baffles

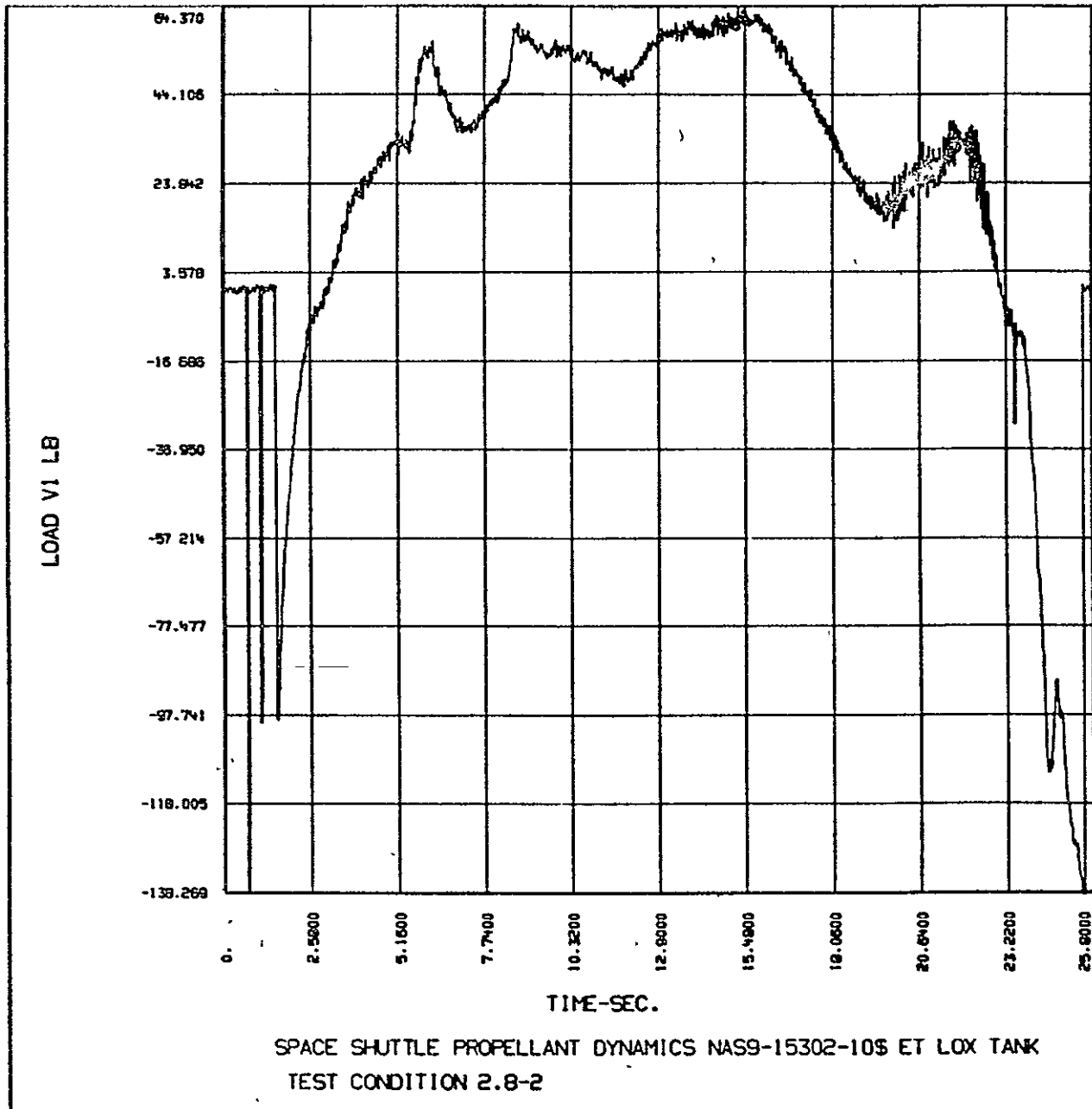
Test Fluid — FC 113

Orientation — 13°

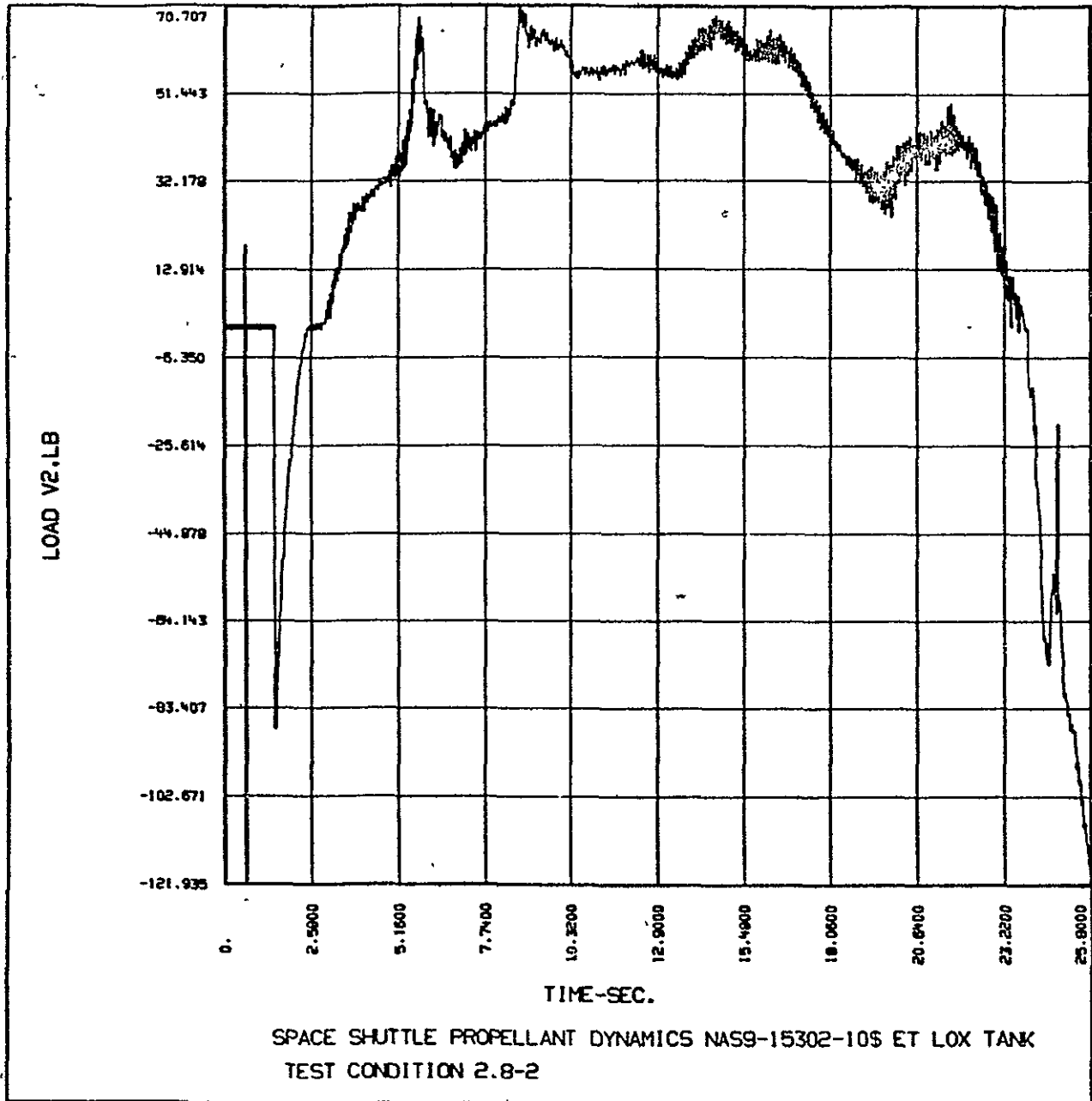
Fill Volume — 15%

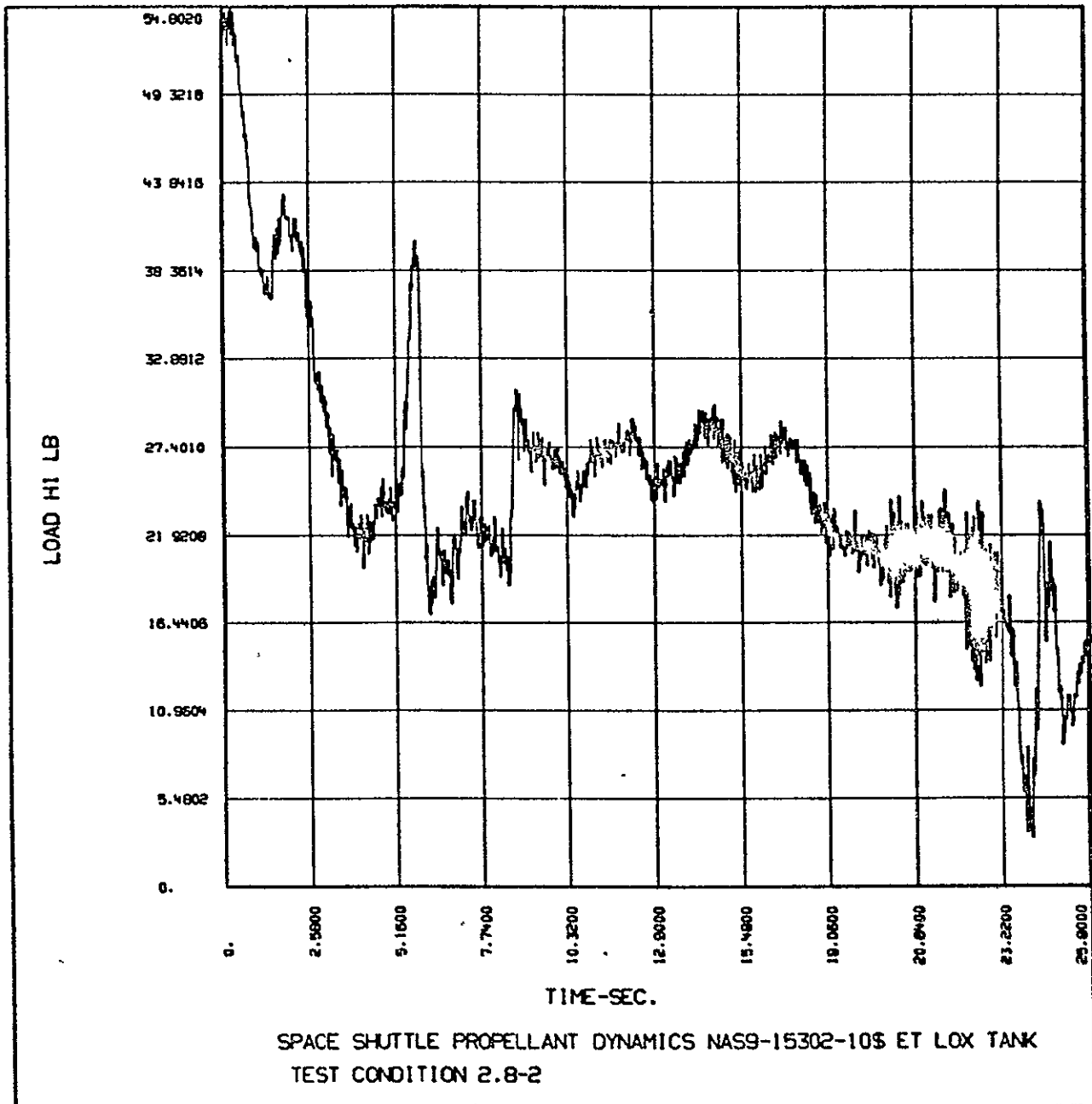
Target Acceleration—0.2 g

A-183

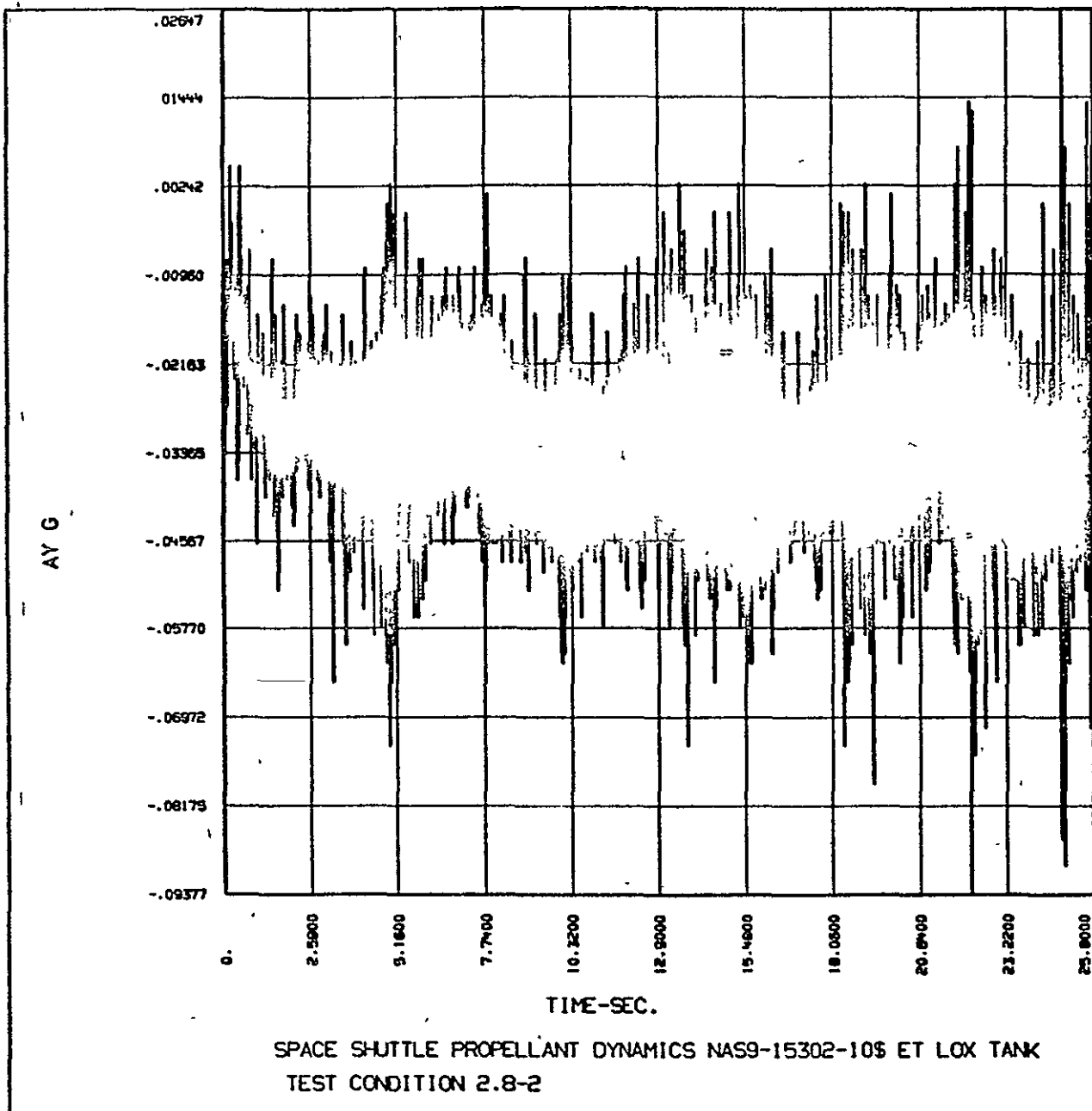


A-184

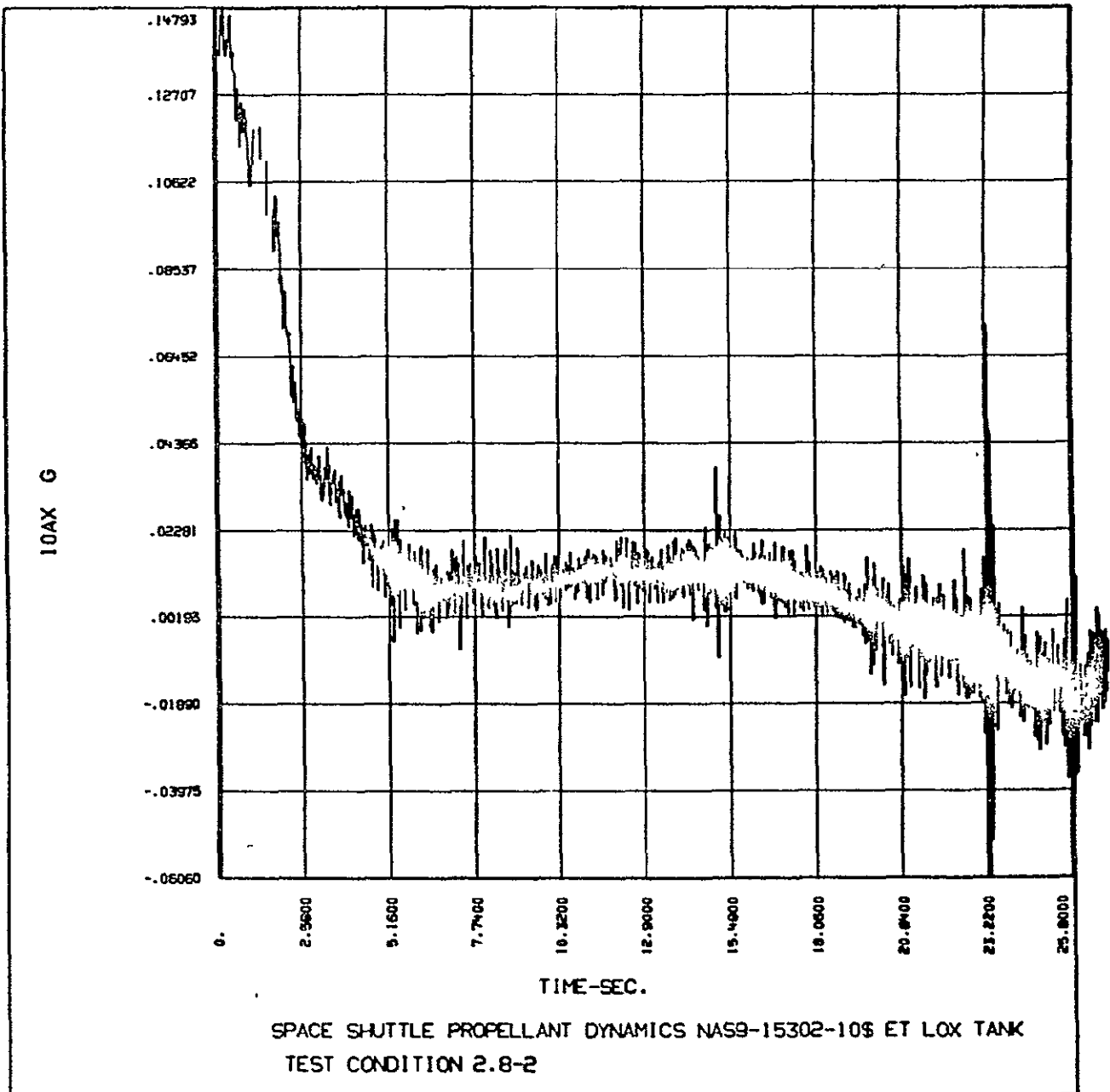


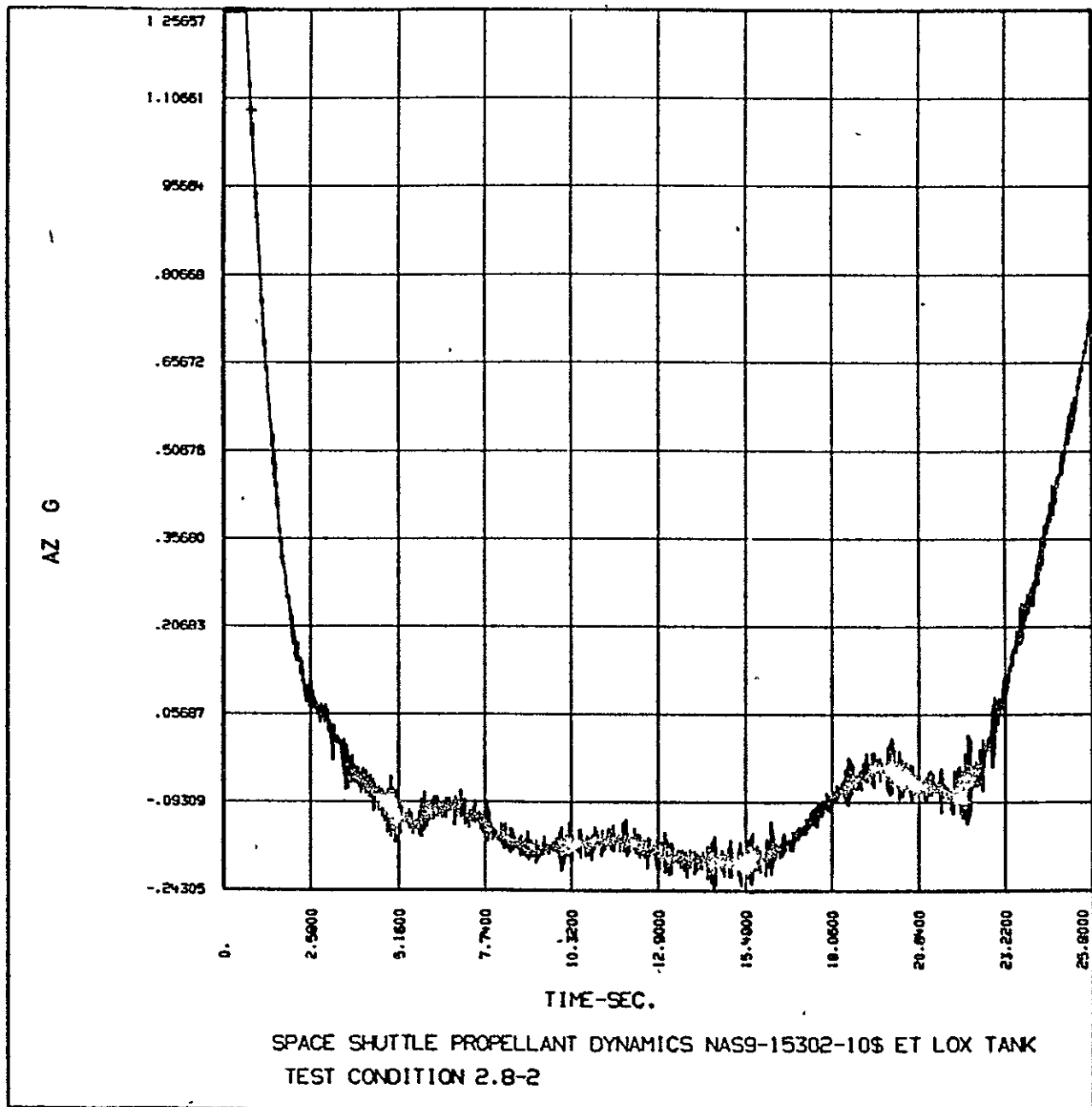


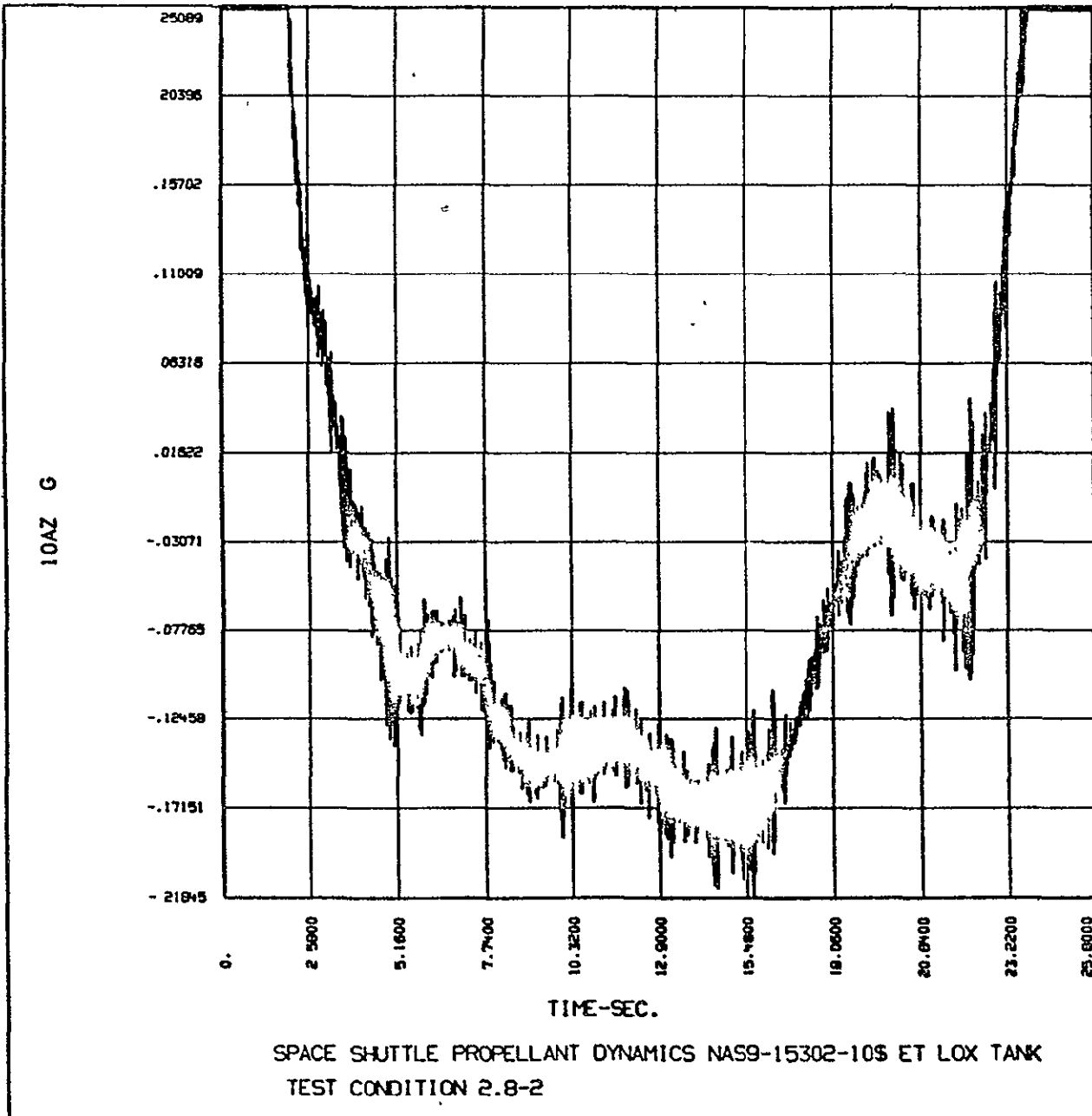
A-186



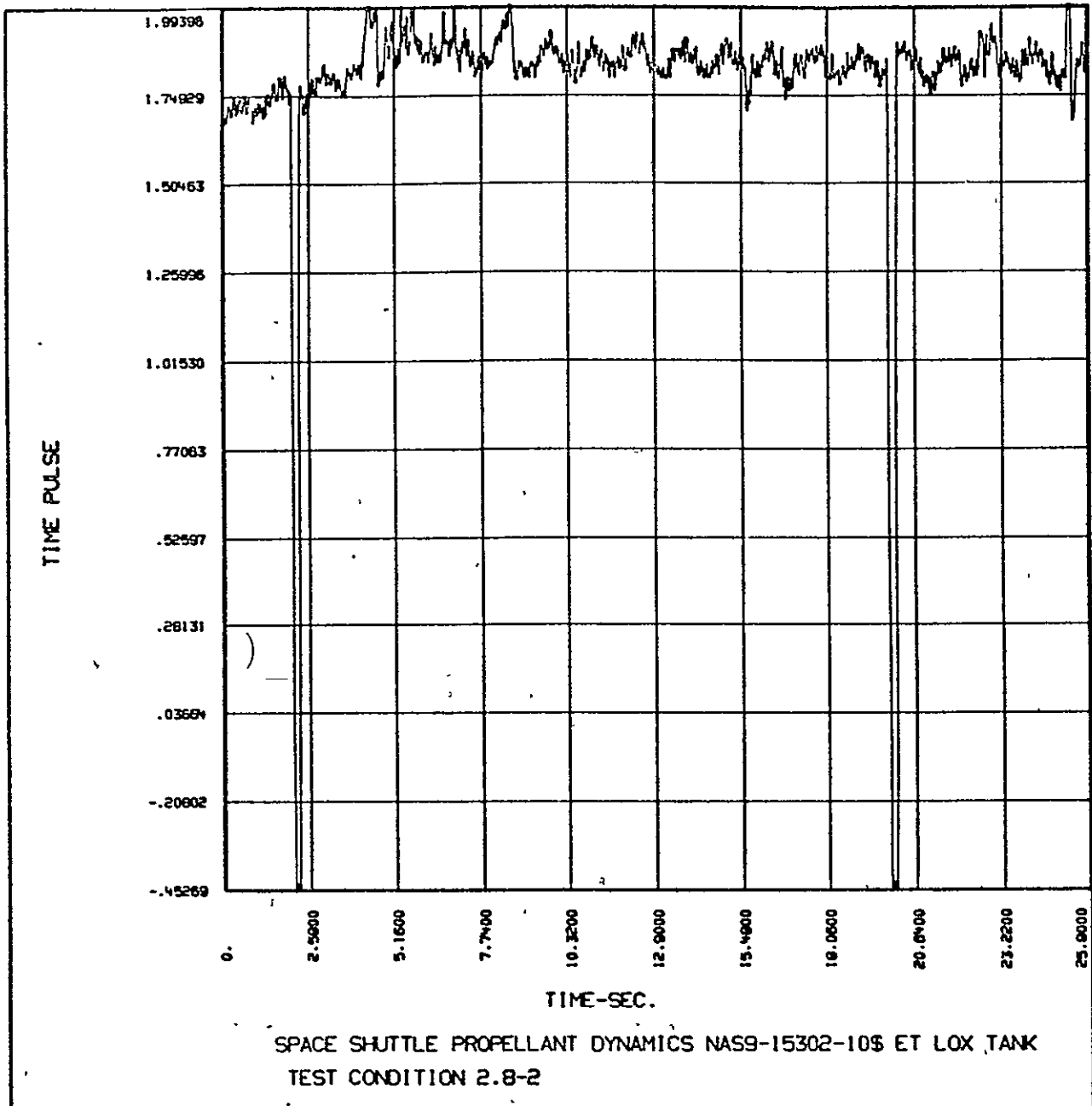
A-187



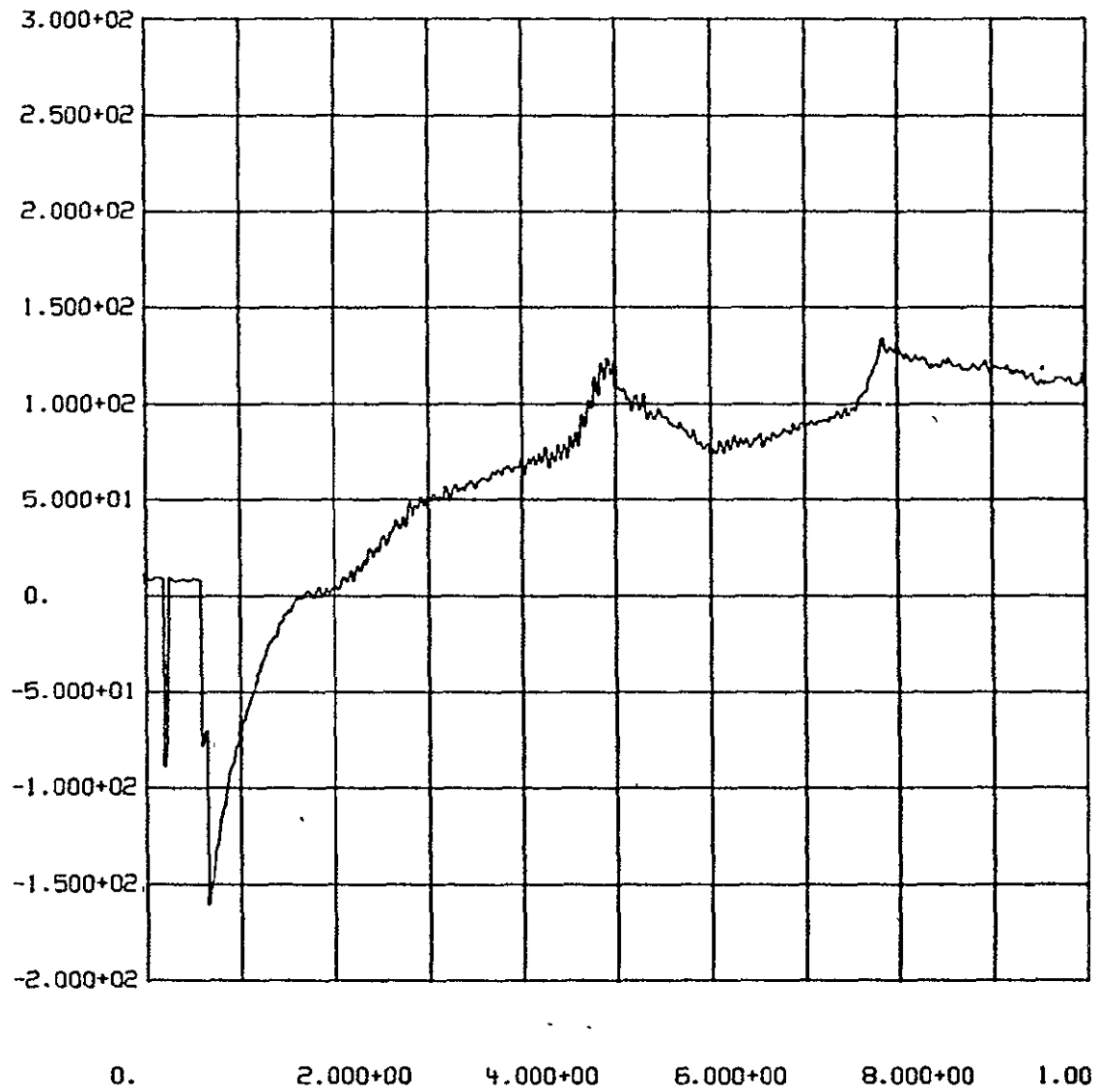




A-190



A-191



Z-LOAD

VS

TIME

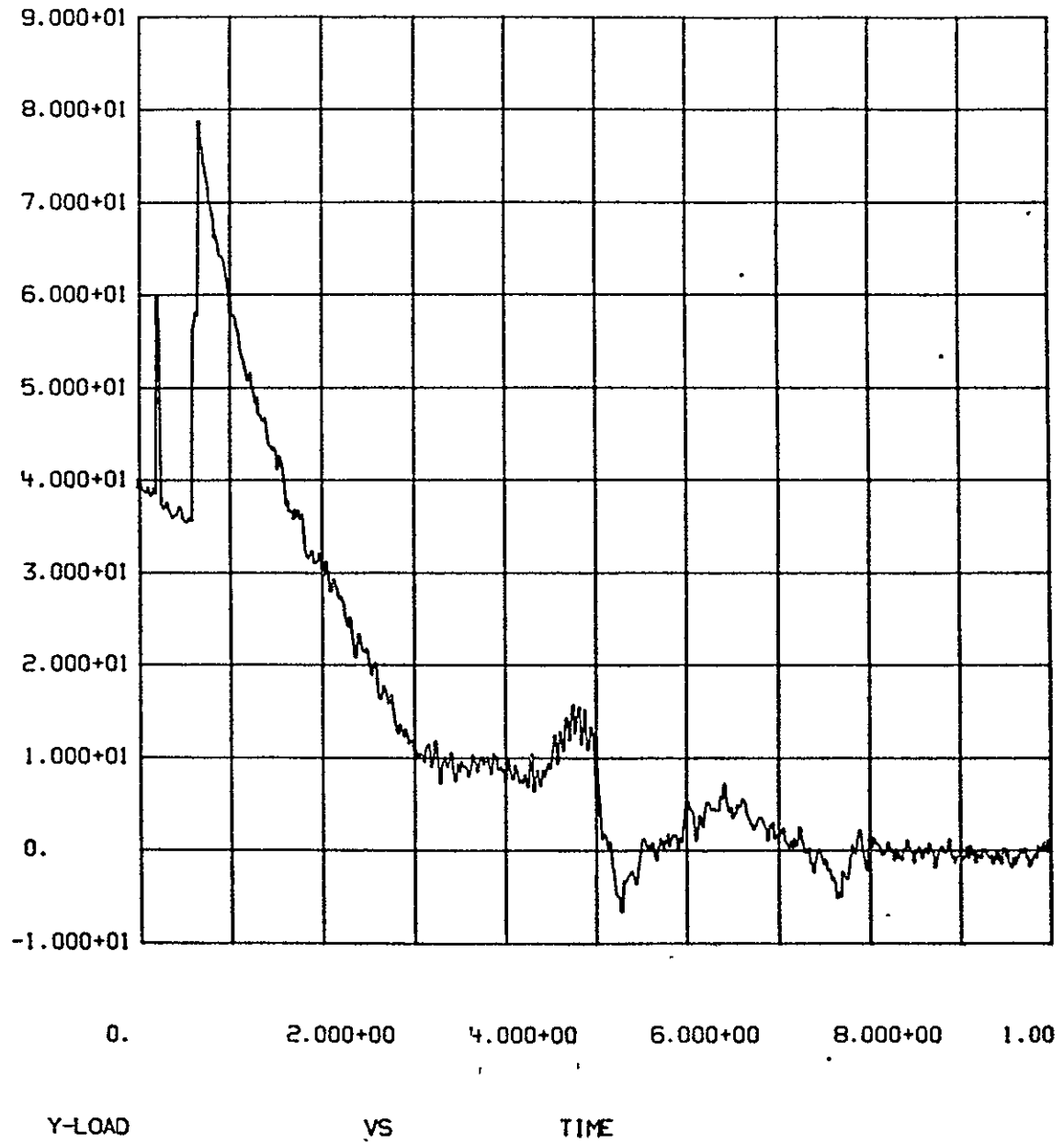
1

FLT 2

03N078

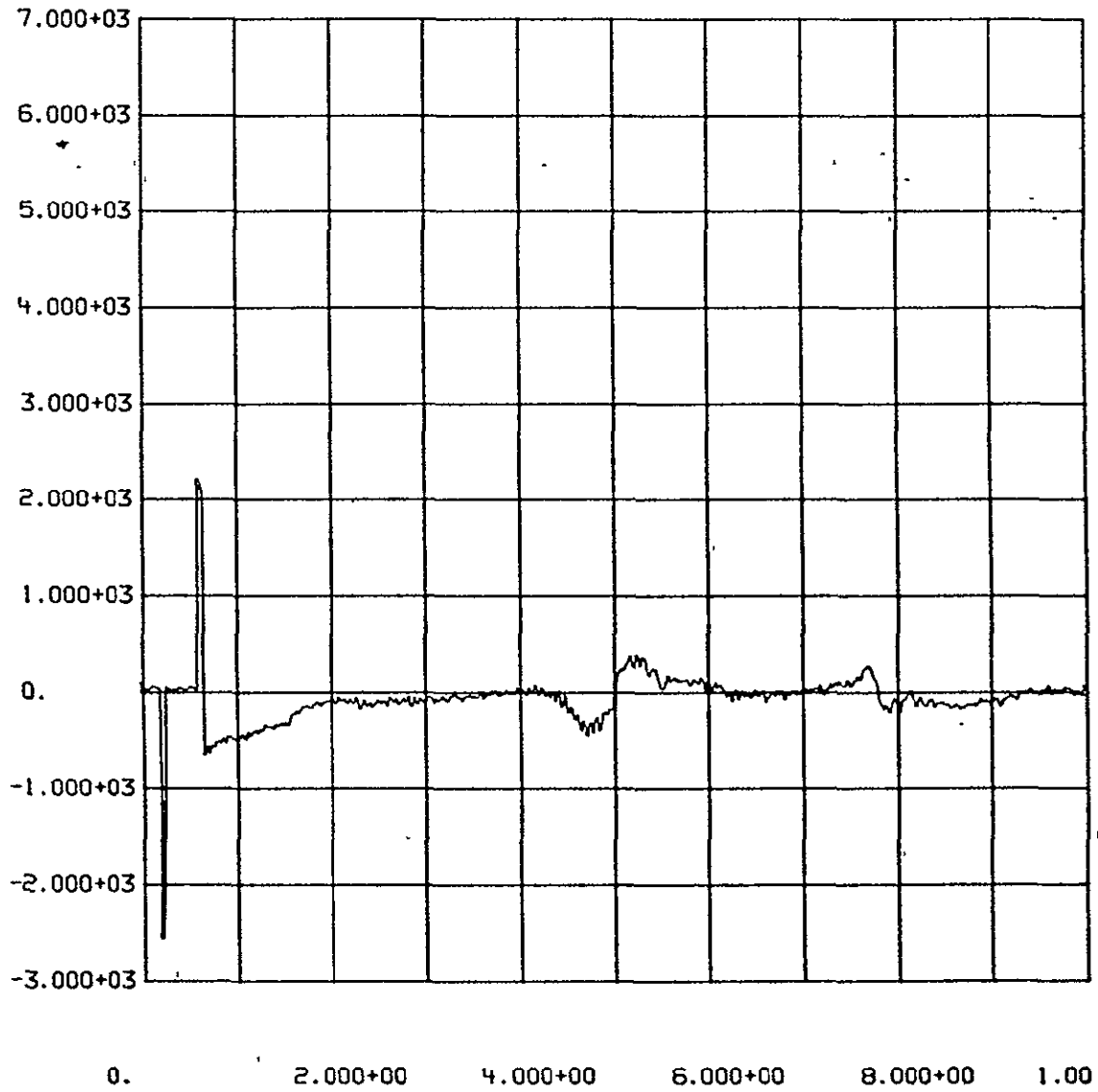
FLIGHT 2 TEST CONDITION 2.8-2 * UNFLT *

A-192



1 FLT 2 03NO78 FLIGHT 2 TEST CONDITION 2.8-2 * UNFLT *

A-193



MOMENT

VS

TIME

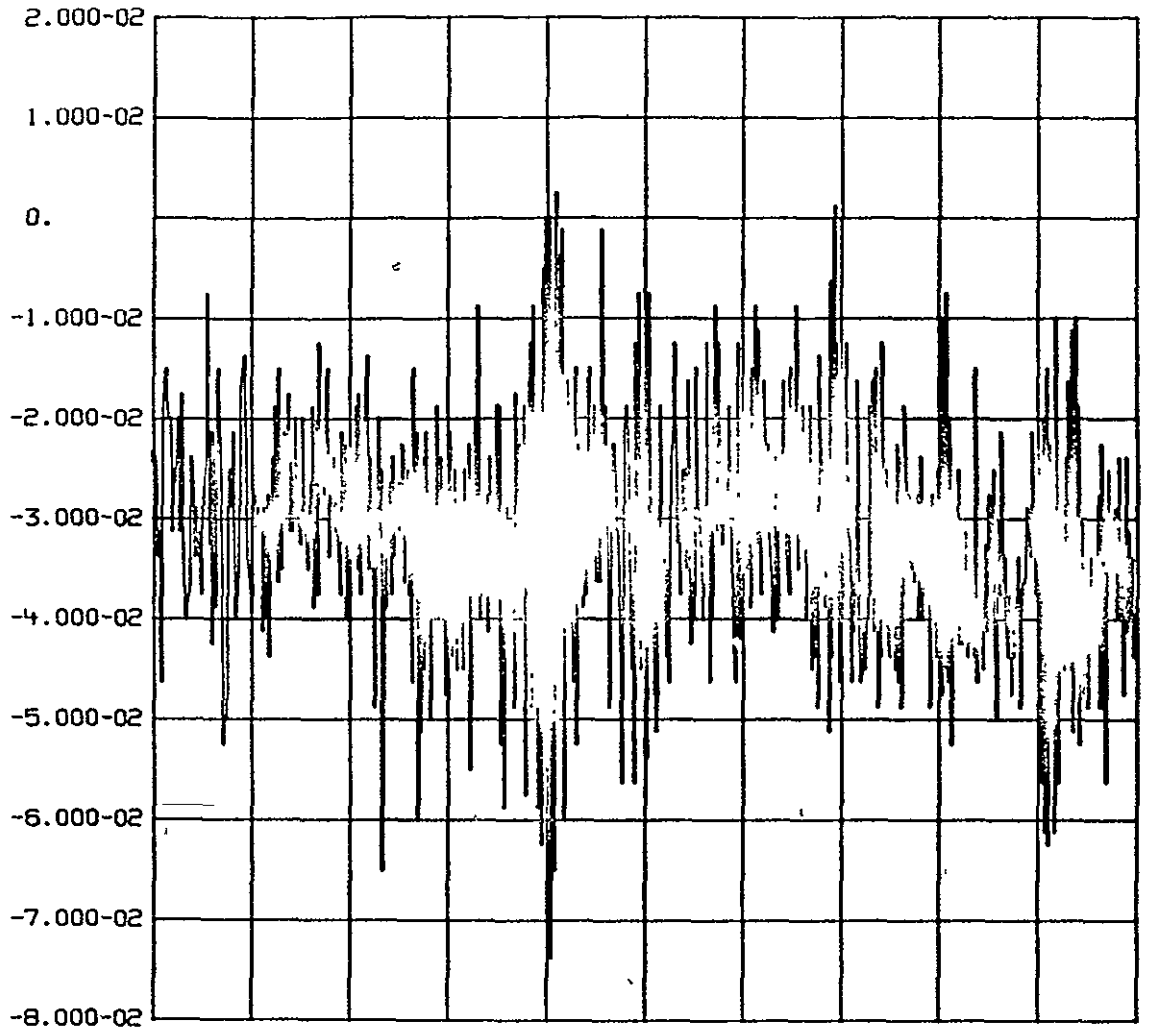
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.8-2 * UNFILT *

A-194



0. 2.000+00 4.000+00 6.000+00 8.000+00 1.00

AC YAC

VS

TIME

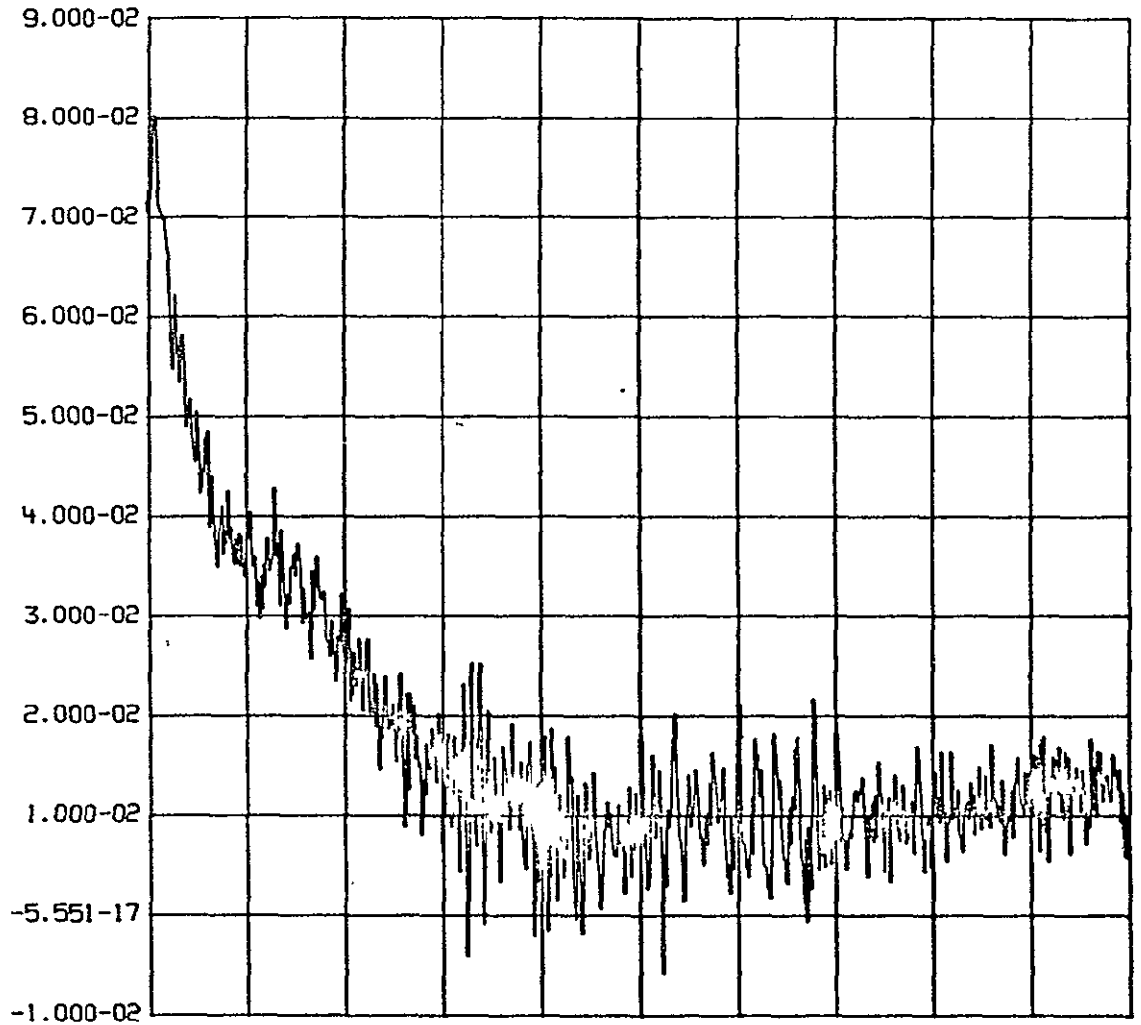
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.8-2 * UNFILT *

A-195



0. 2.000+00 4.000+00 6.000+00 8.000+00 1.00

AC XAC

VS

TIME

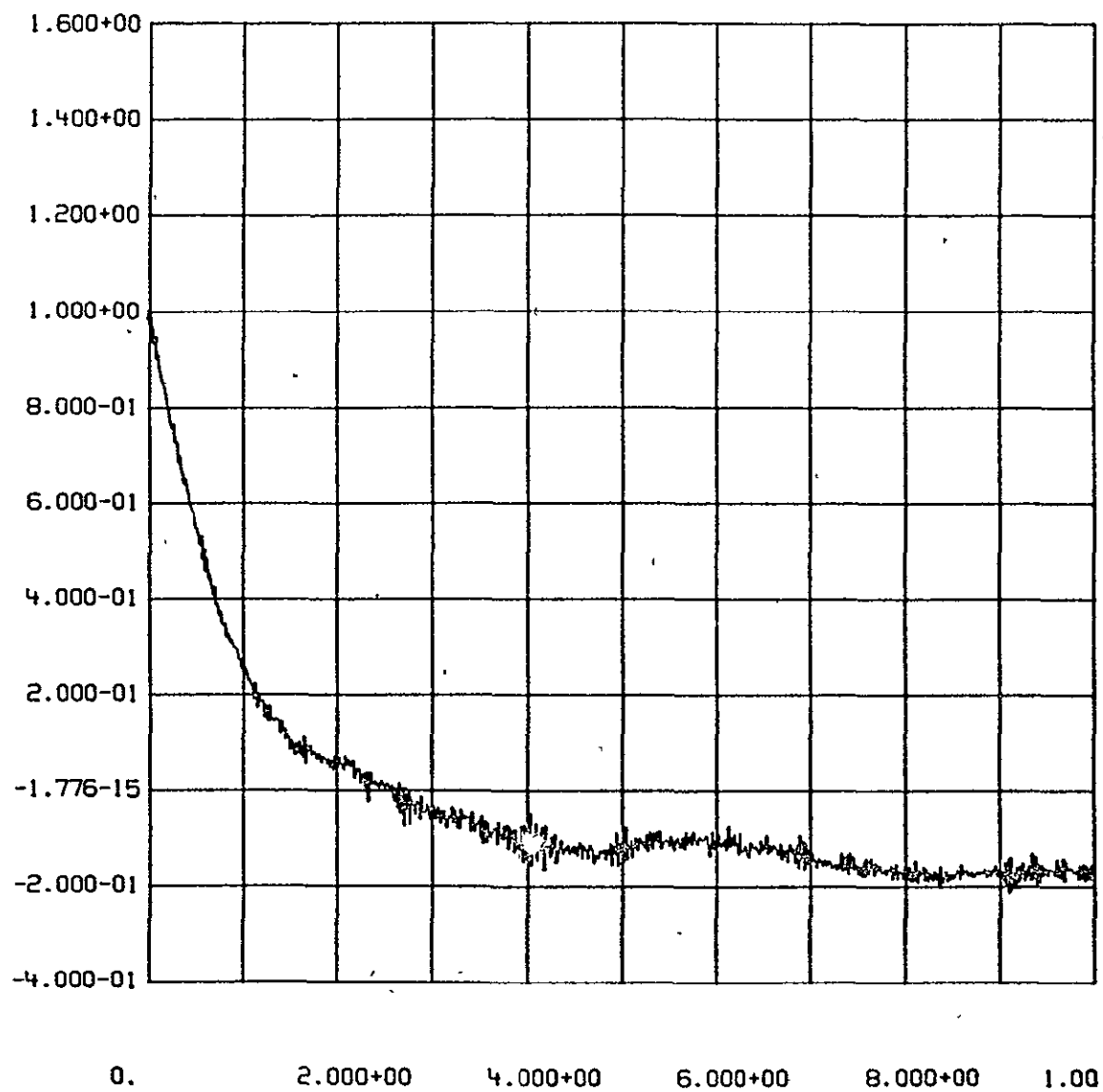
1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.8-2 * UNFLT *

A-196



AC ZAC

VS

TIME

1

FLT 2

03N078

FLIGHT 2 TEST CONDITION 2.8-2 * UNFILT *

Test Data Condition 3.1-1

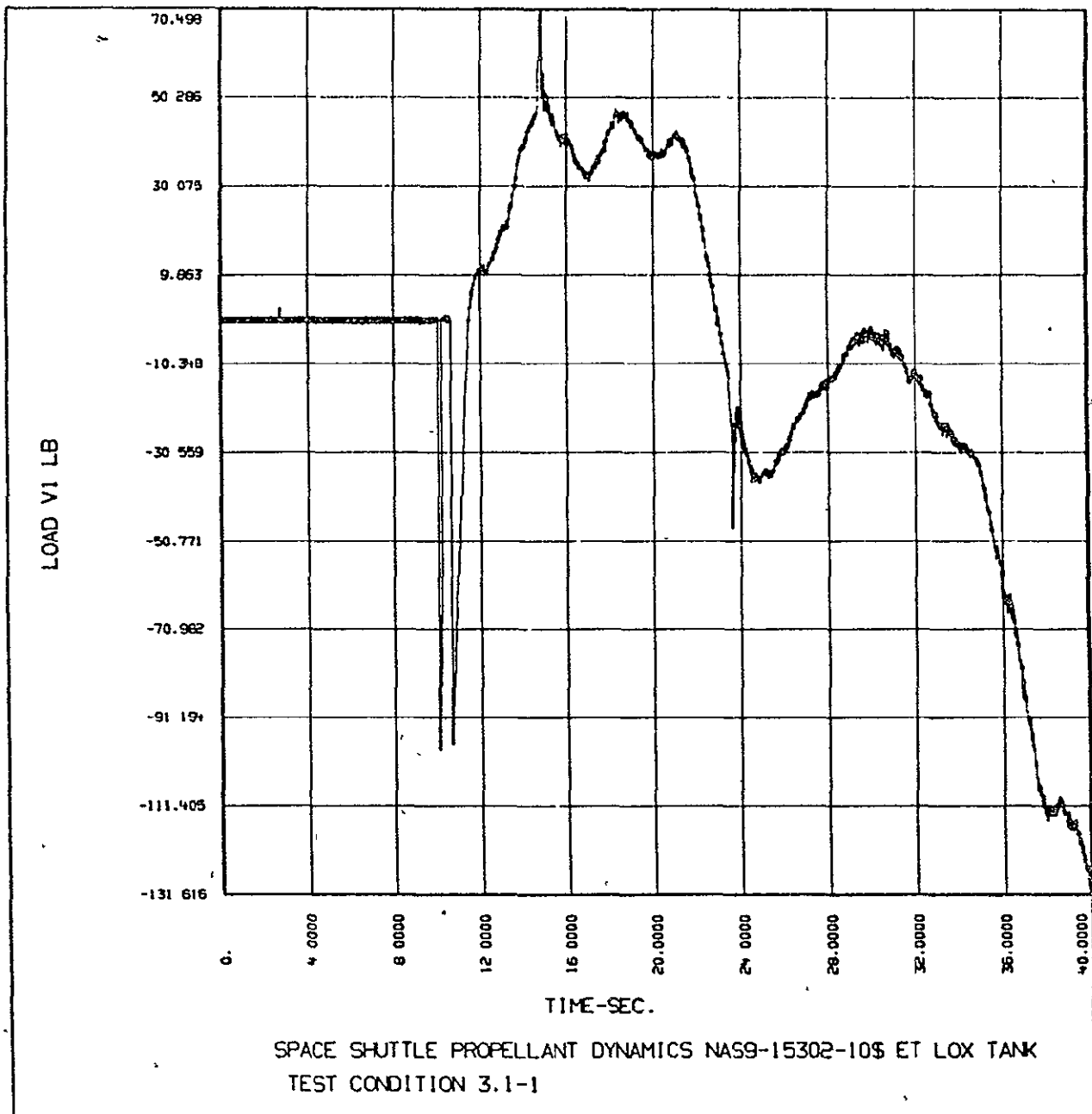
Baffles

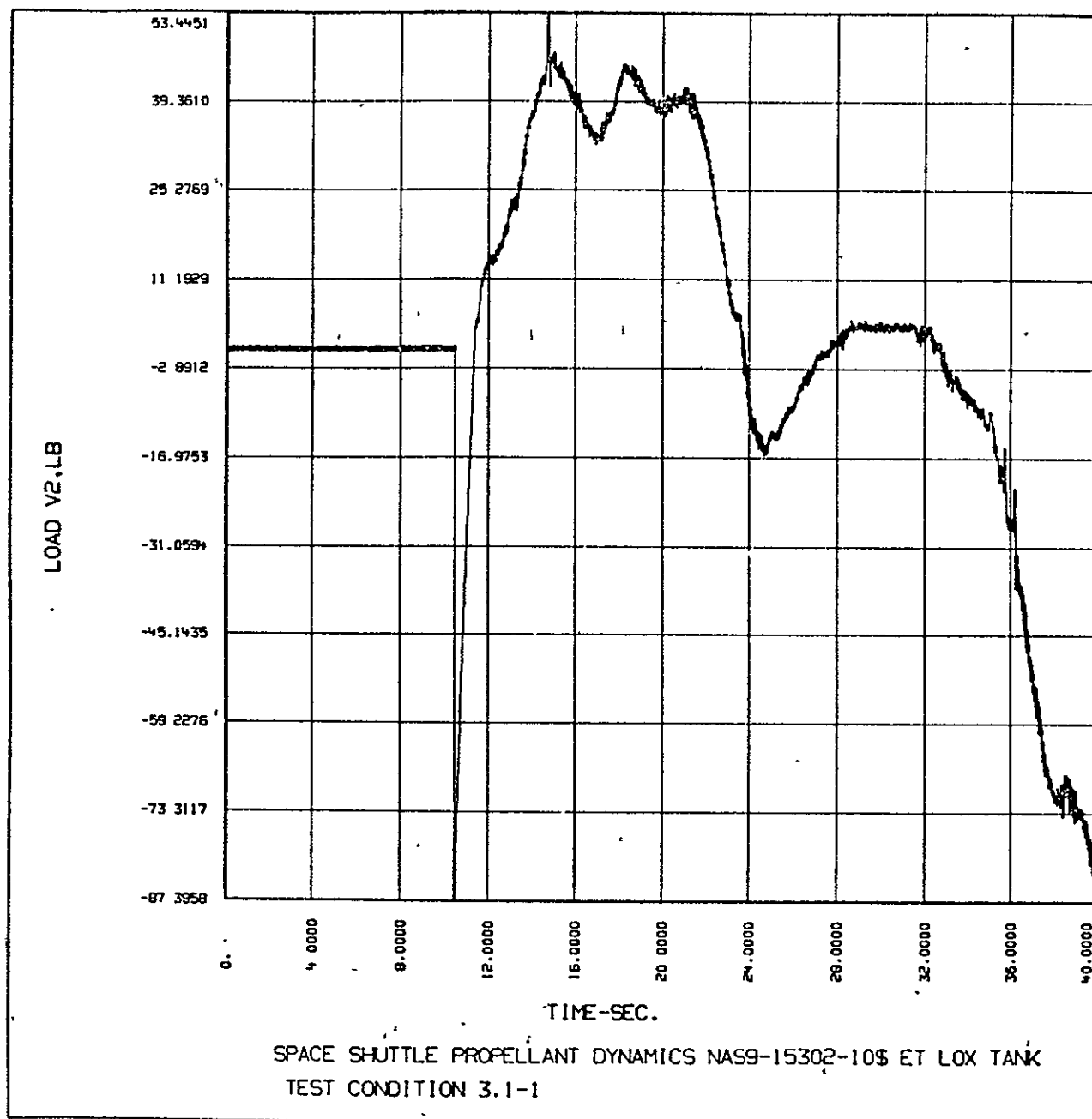
Test Fluid — FC 113

Orientation — 30°

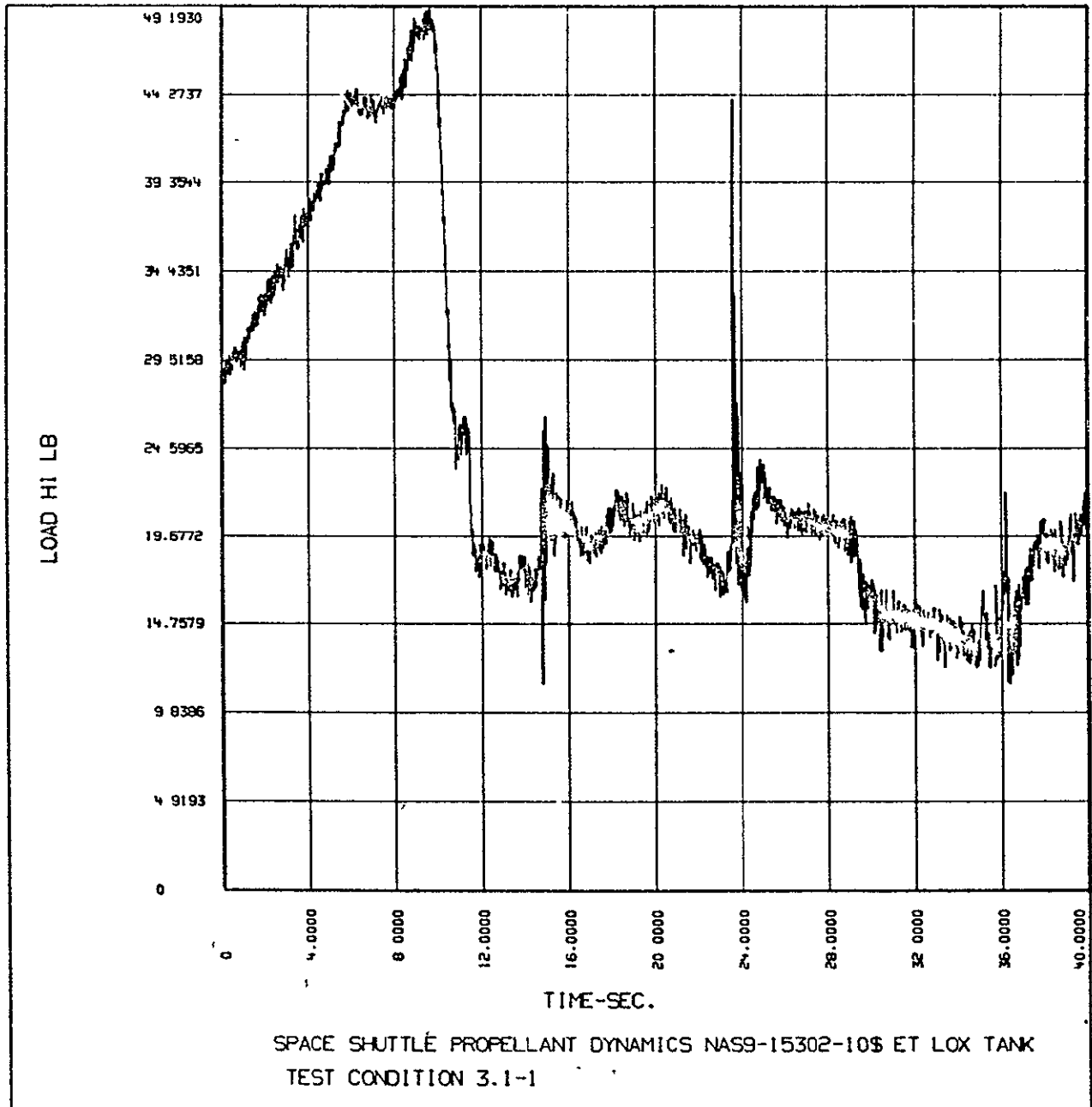
Fill Volume — 1%

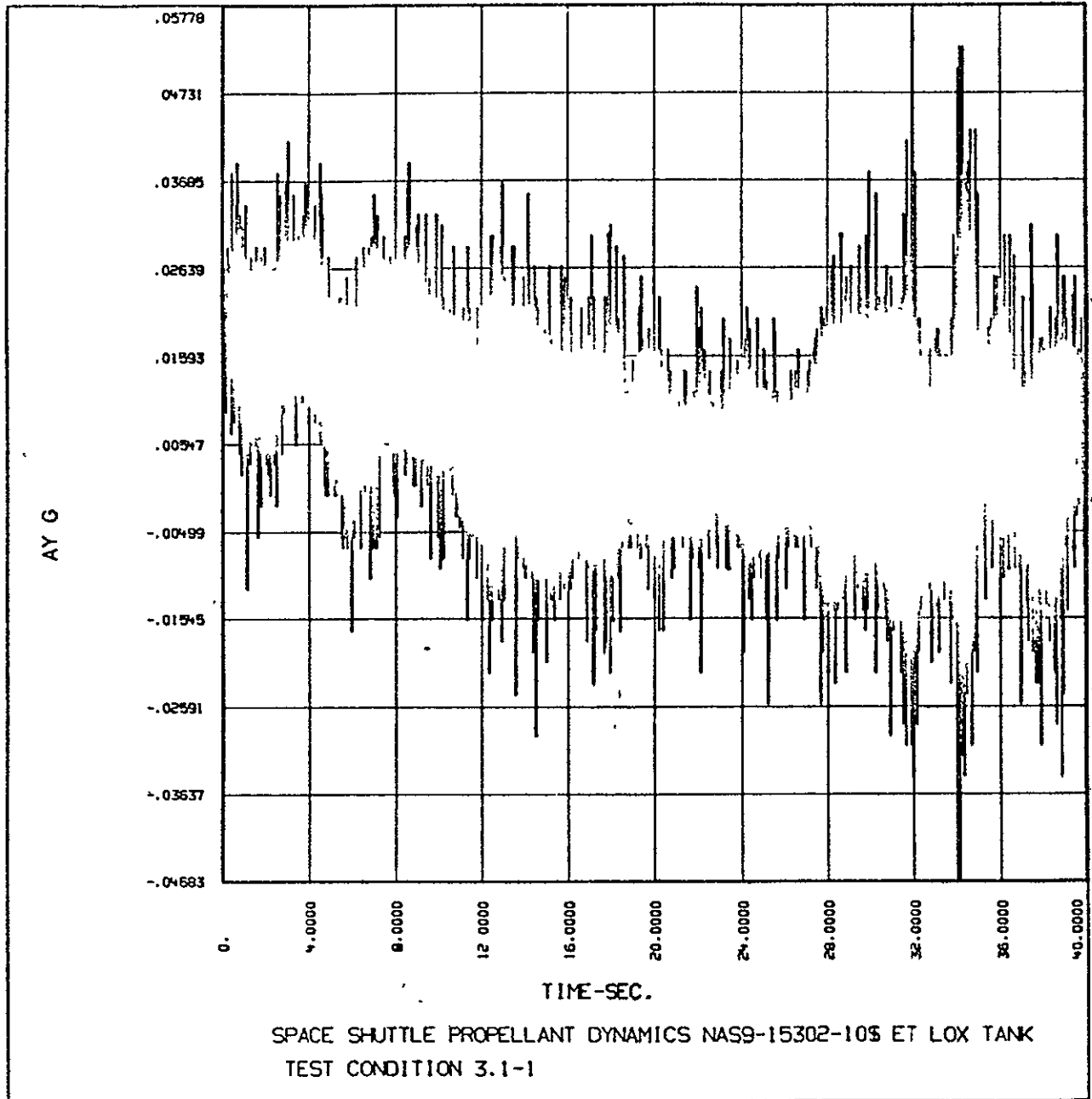
Target Acceleration—0.2 g

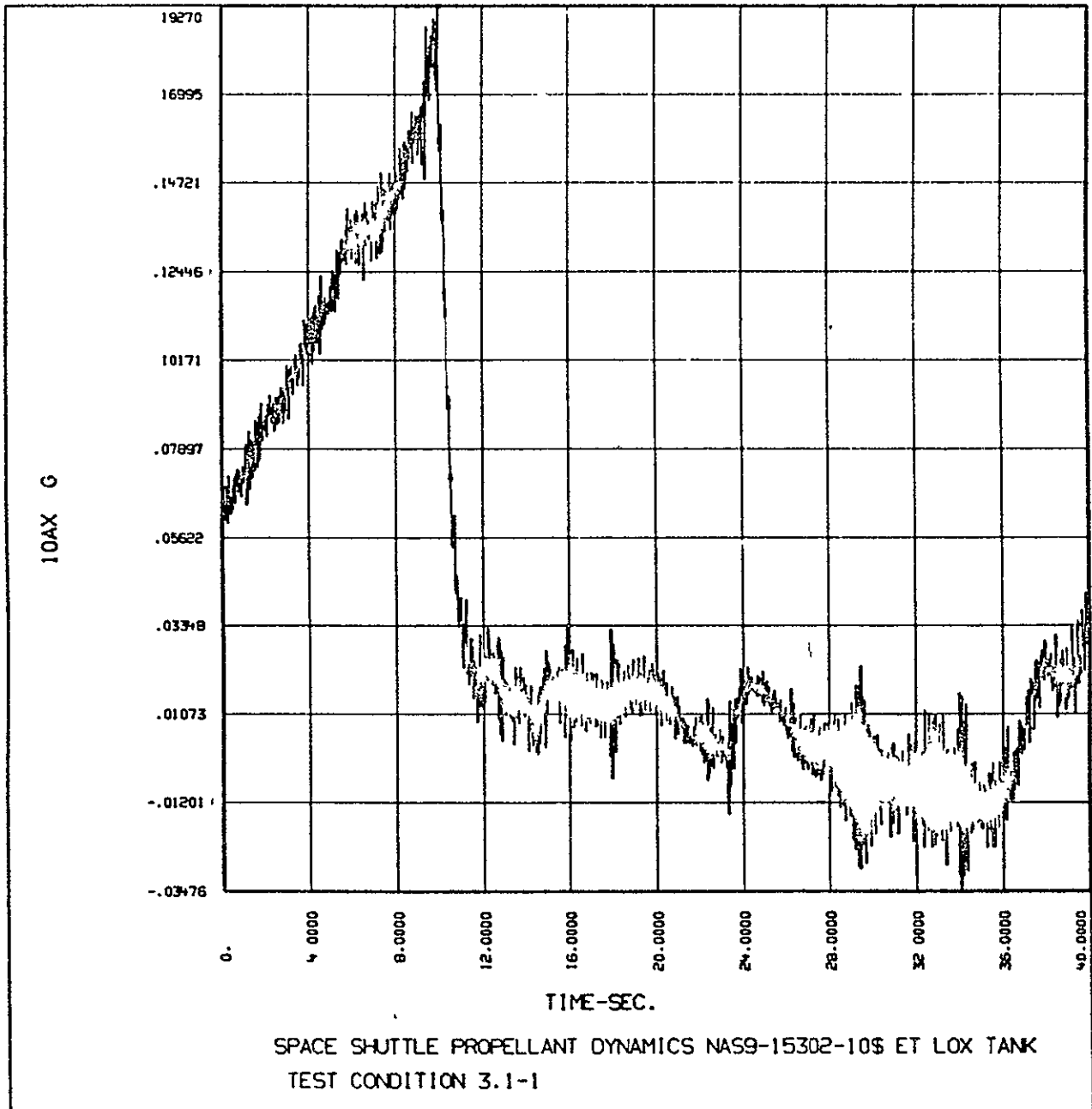




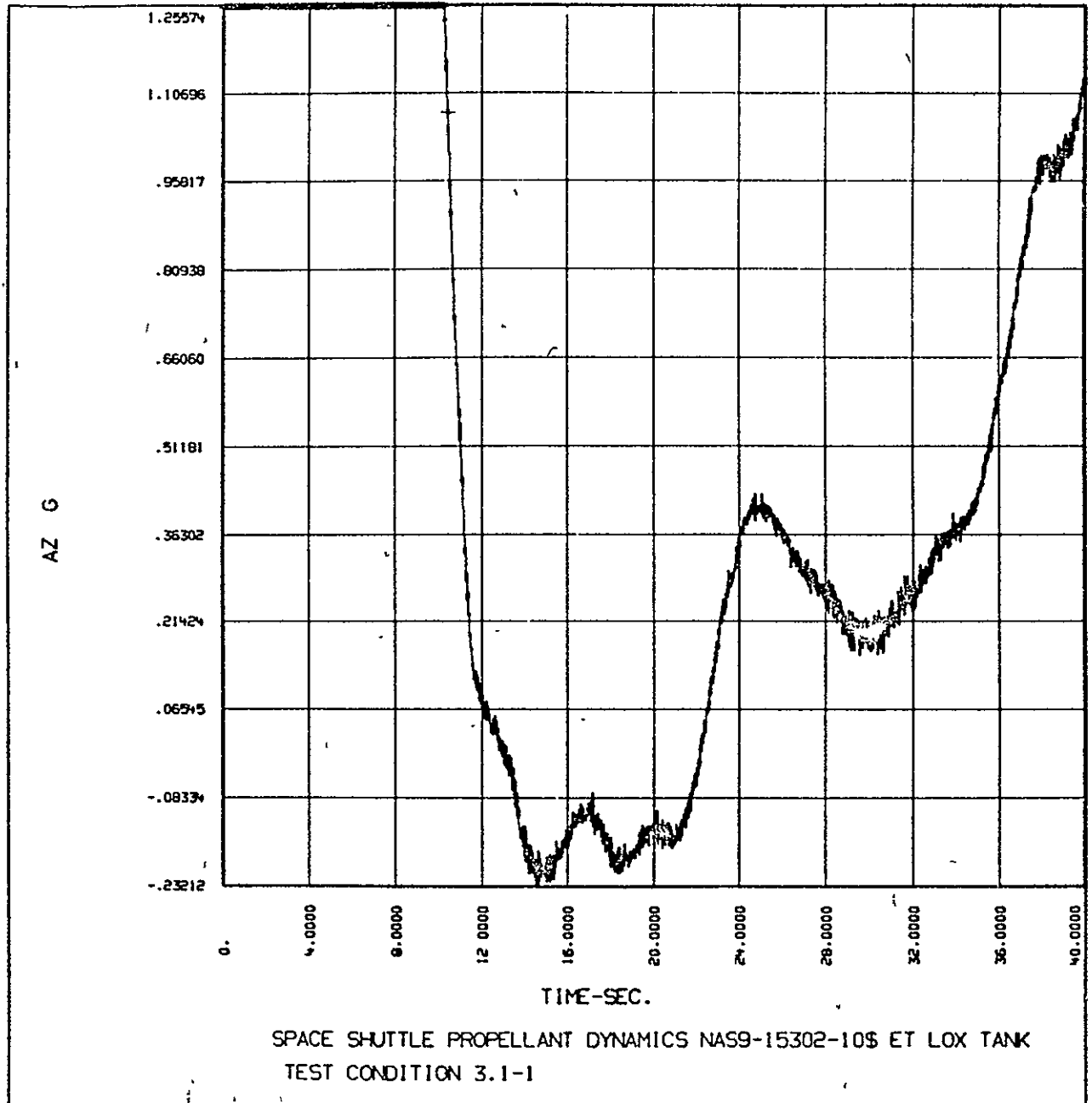
A-199

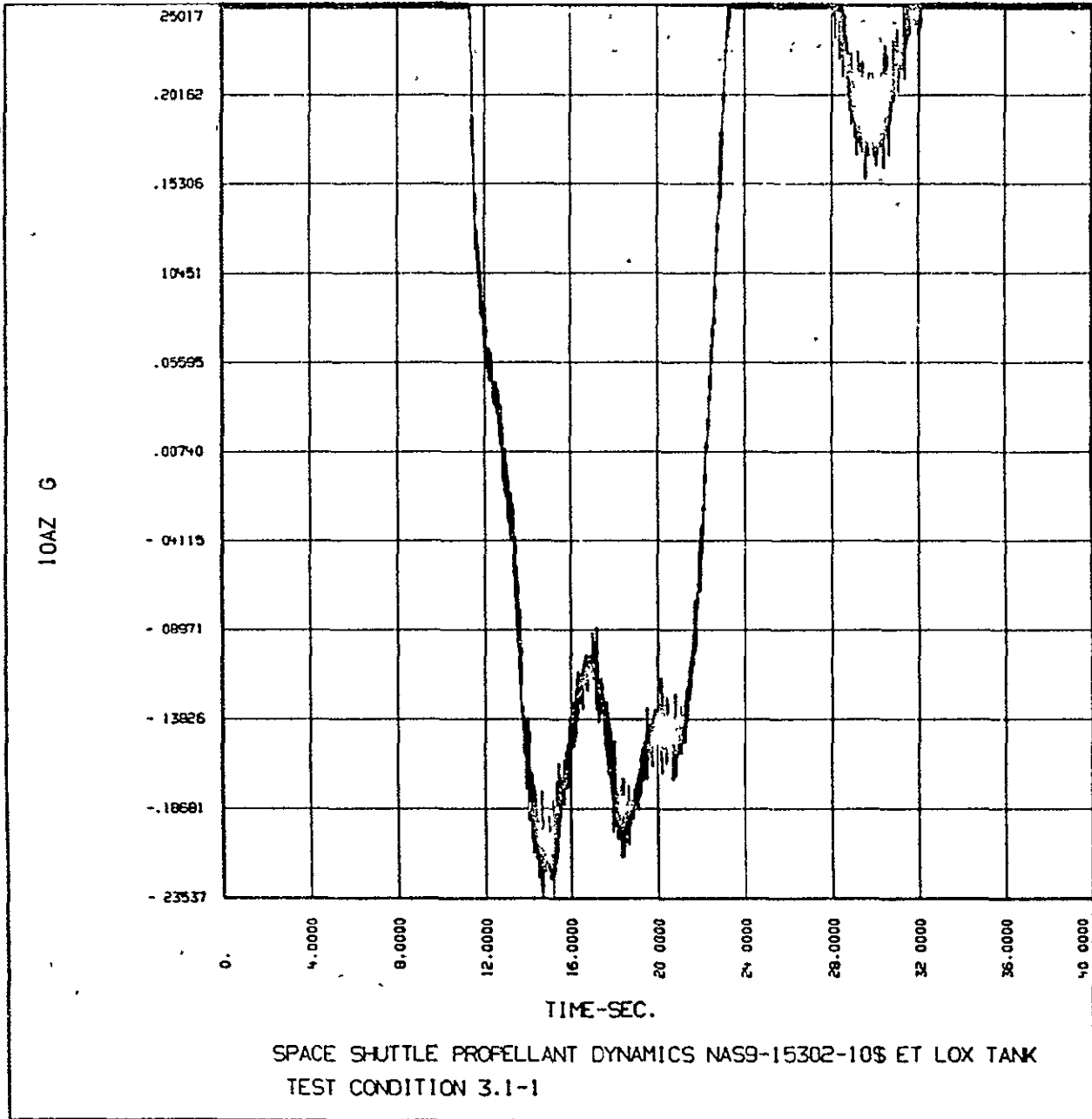


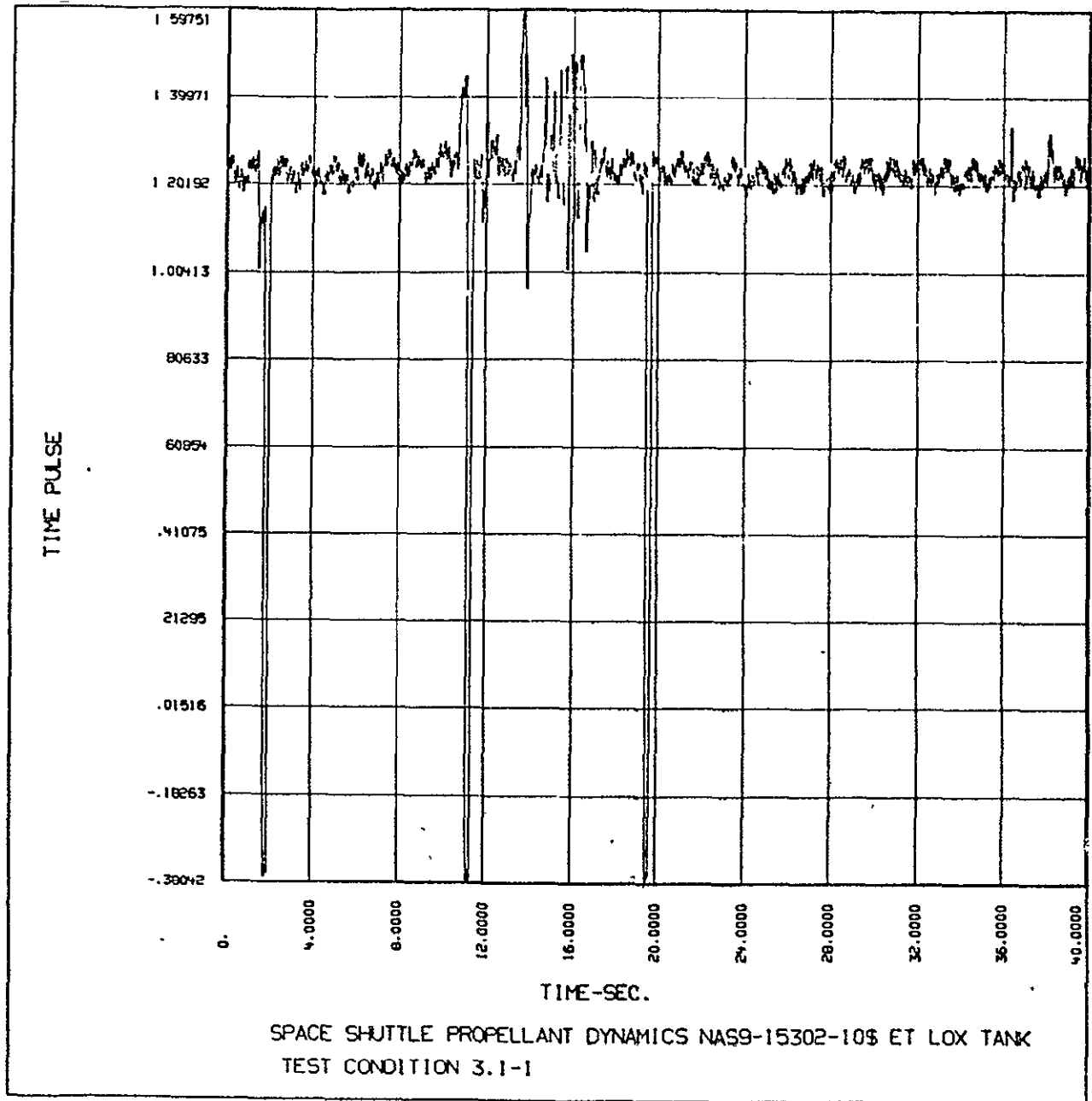




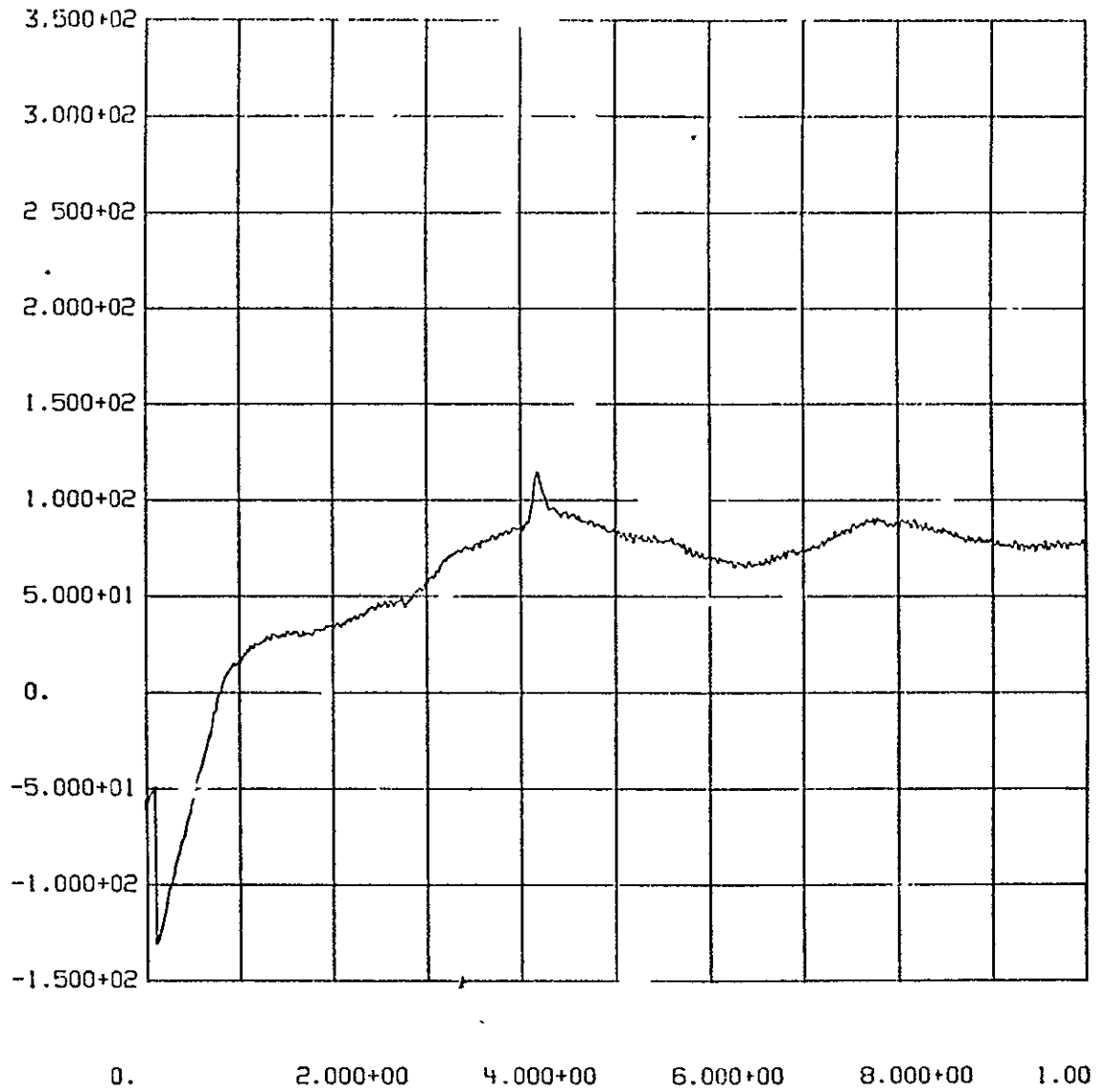
A-202







11
A-205



Z-LOAD

VS

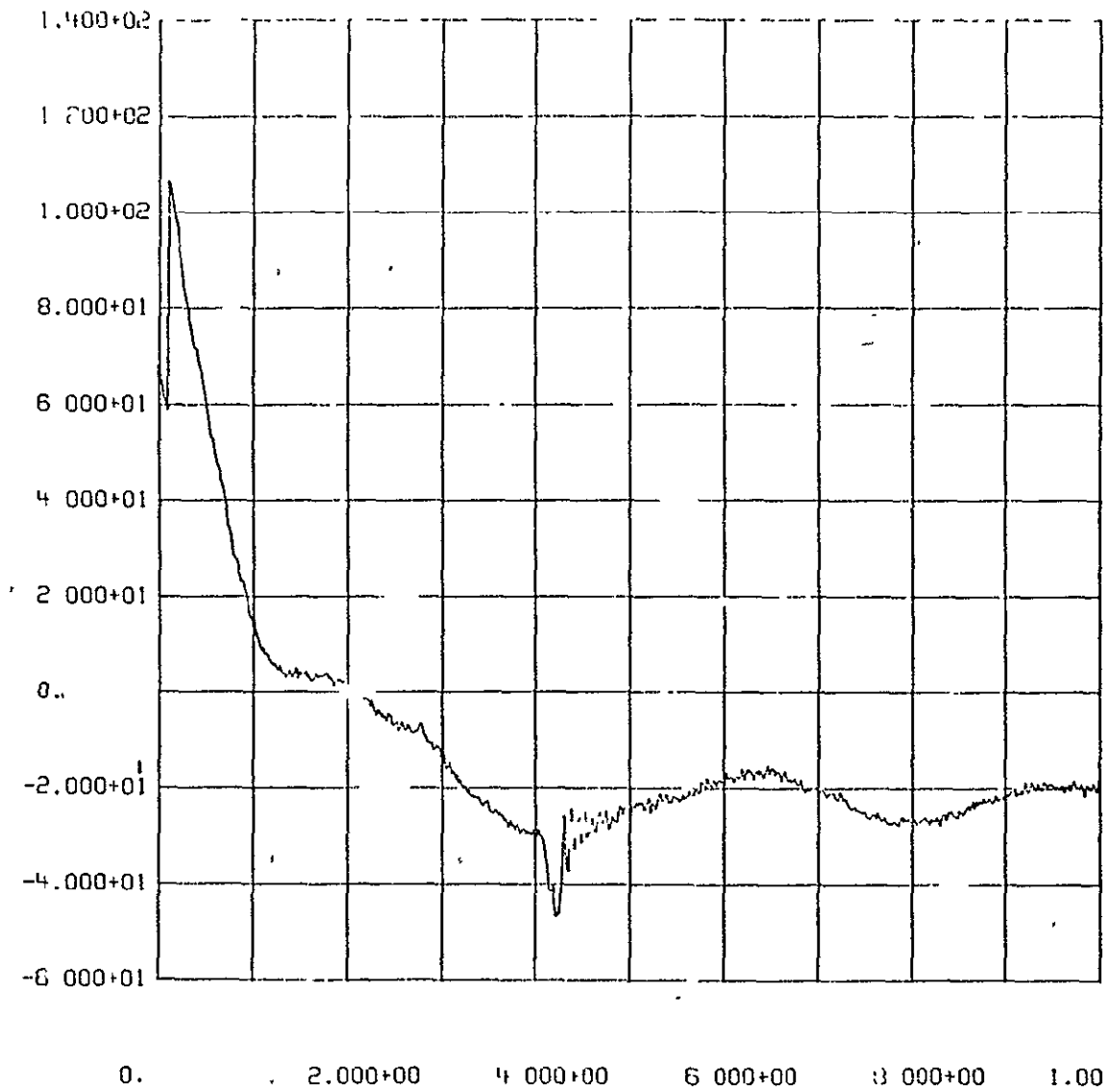
TIME

1

FLT 3

07NO78

FLIGHT 3 TEST CONDITION 3.1-1 * UNFLT *



Y-LOAD

VS

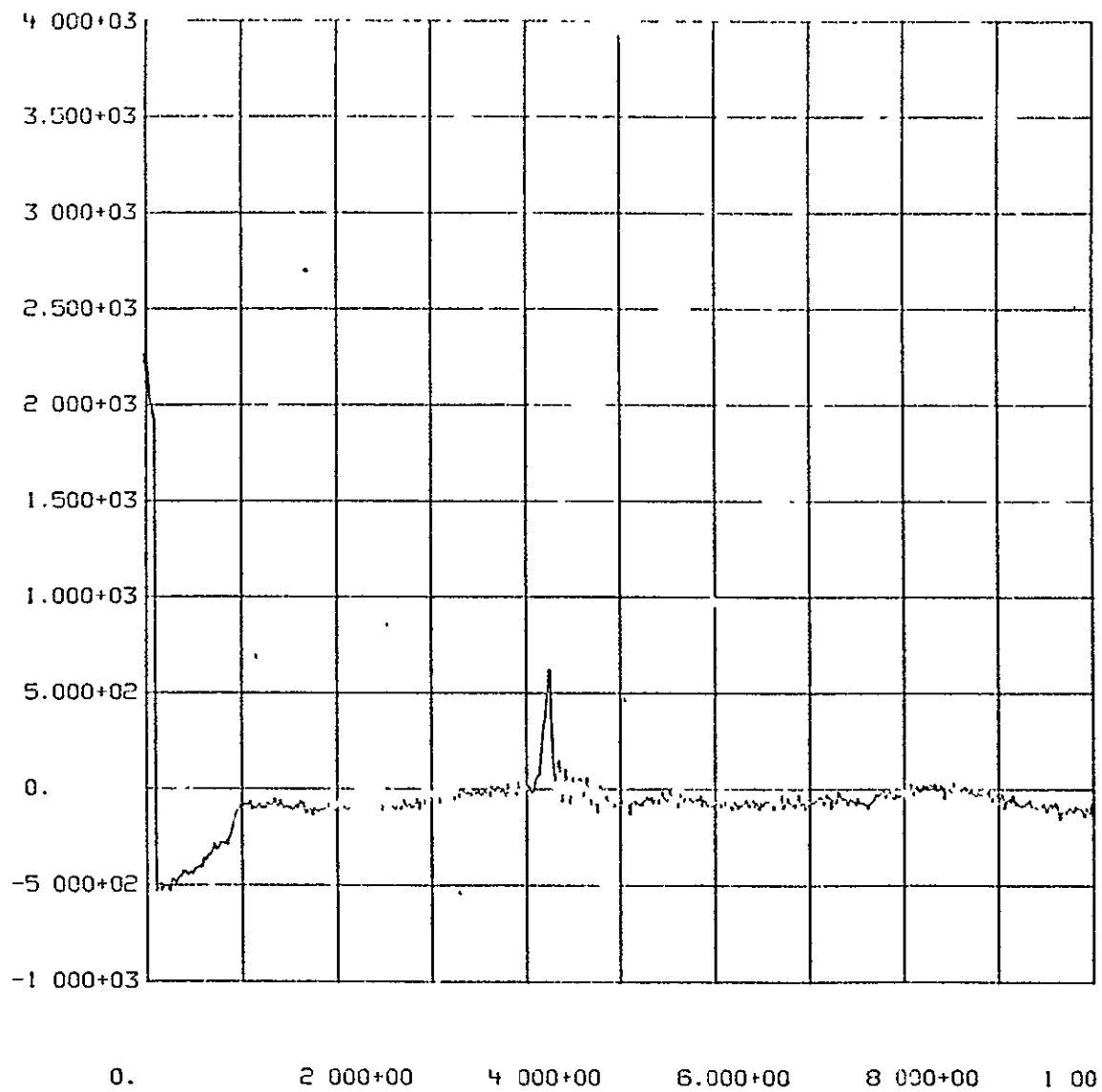
TIME

1

FLT 3

07NOV78

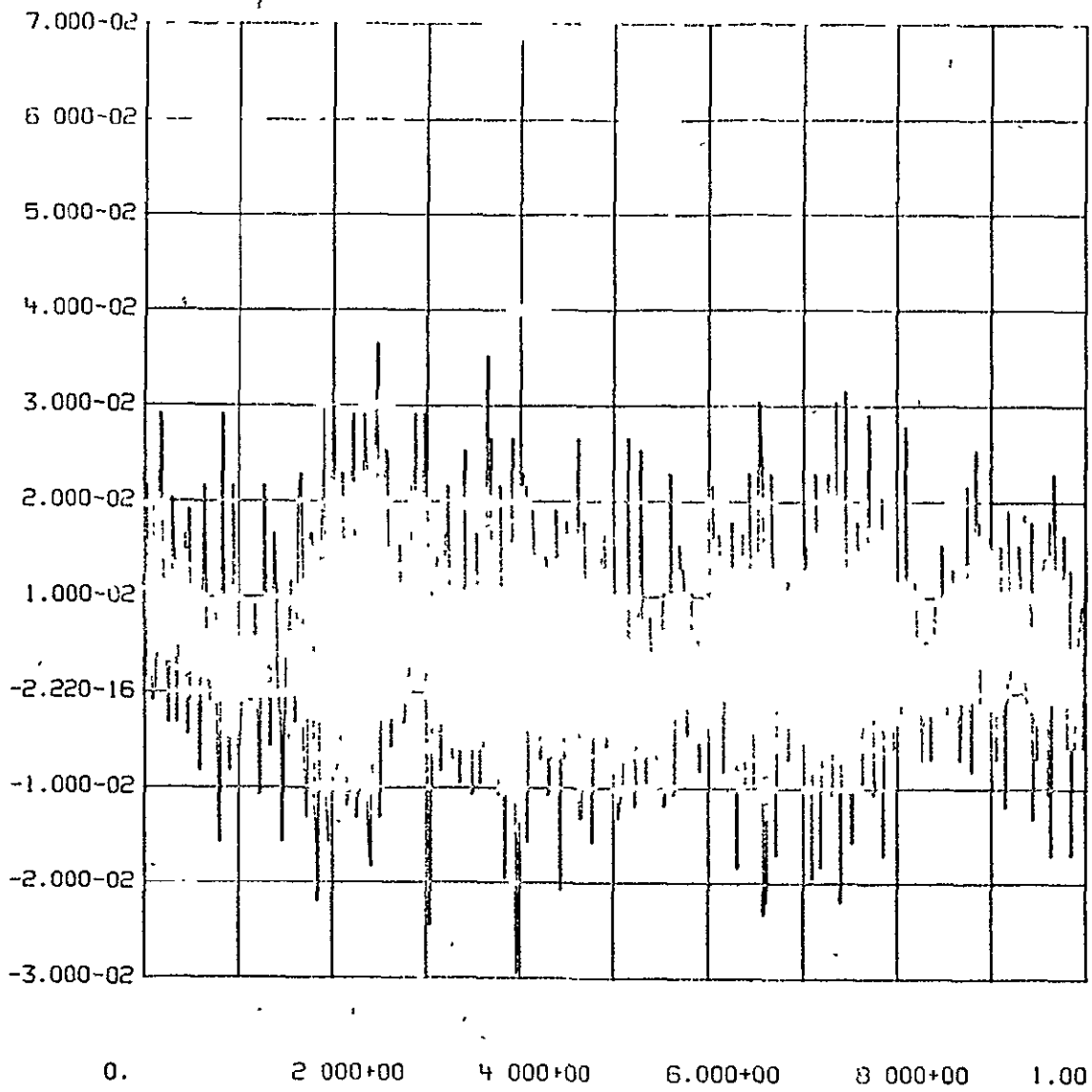
FLIGHT 3 TEST CONDITION 3.1-1 * UNFILT *



MOMENT VS TIME

1 FLT 3 07N078 FLIGHT 3 TEST CCNDITION 3.1-1 * UNFILT *

A-208



AC YAC

VS

TIME

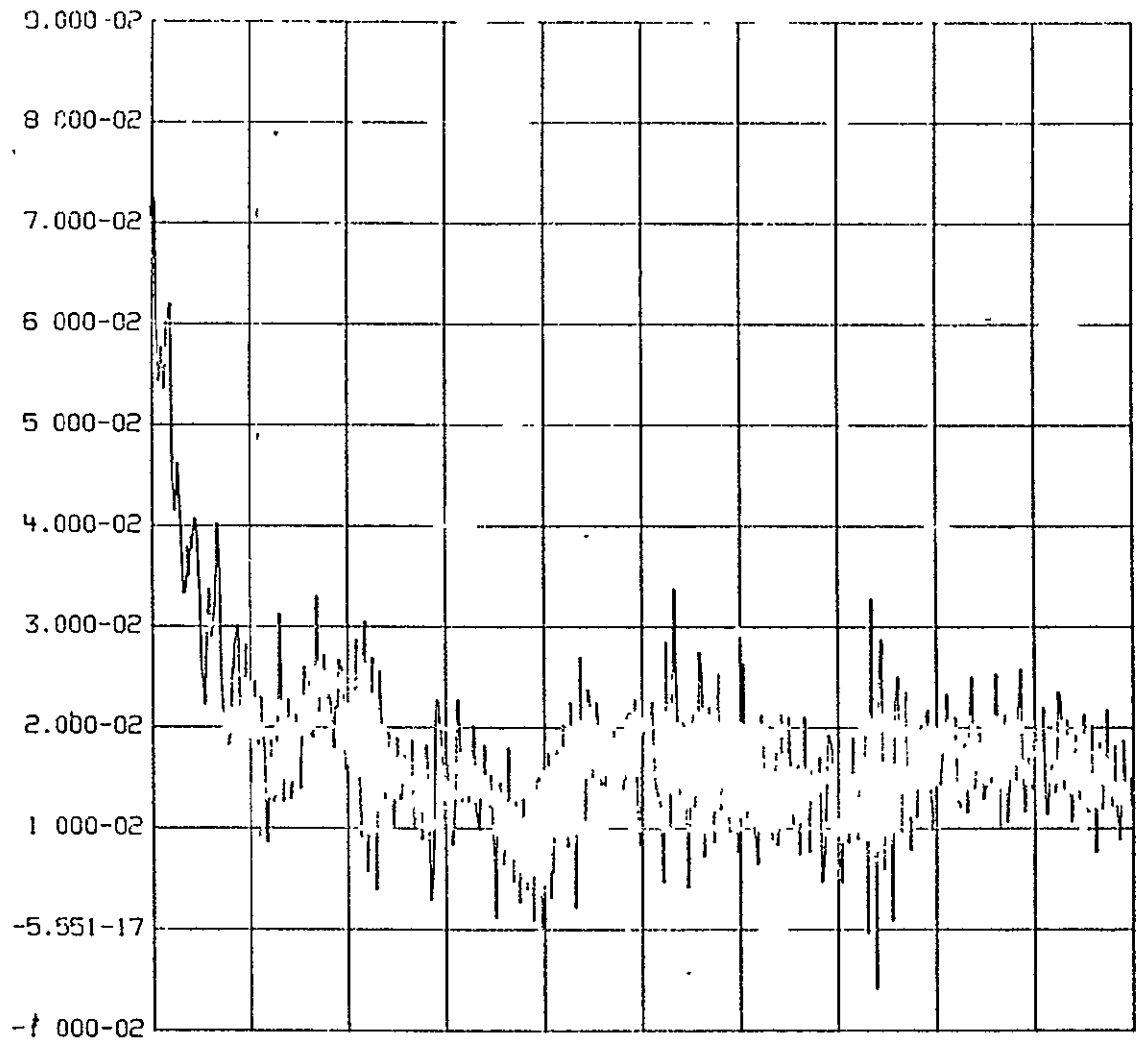
1

FLT 3

0 NO78

FLIGHT 3 TEST CONDITION 3.1-1 * UNFILT *

A-209

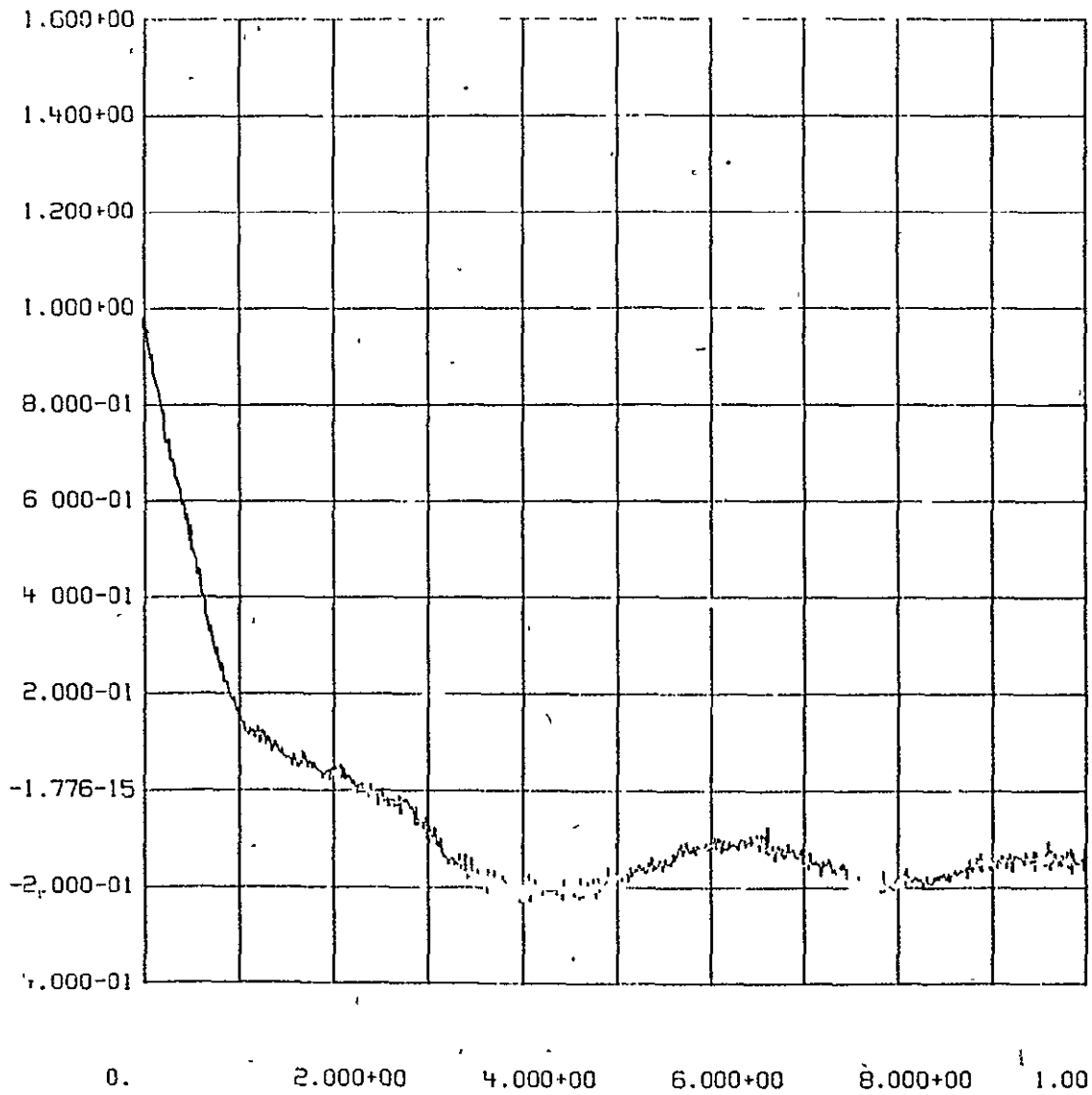


0. 2.000+00 4.000+00 6.000+00 8.000+00 1.00

AC XAC VS TIME

1 FLT 3 07NOV8 FLIGHT 3 TEST CONDITION 3.1-1 * UNFLT *

A-210



AC ZAC

VS

TIME

1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3 1-1 * UNFILT *

Test Data Condition 3.2-2

Baffles

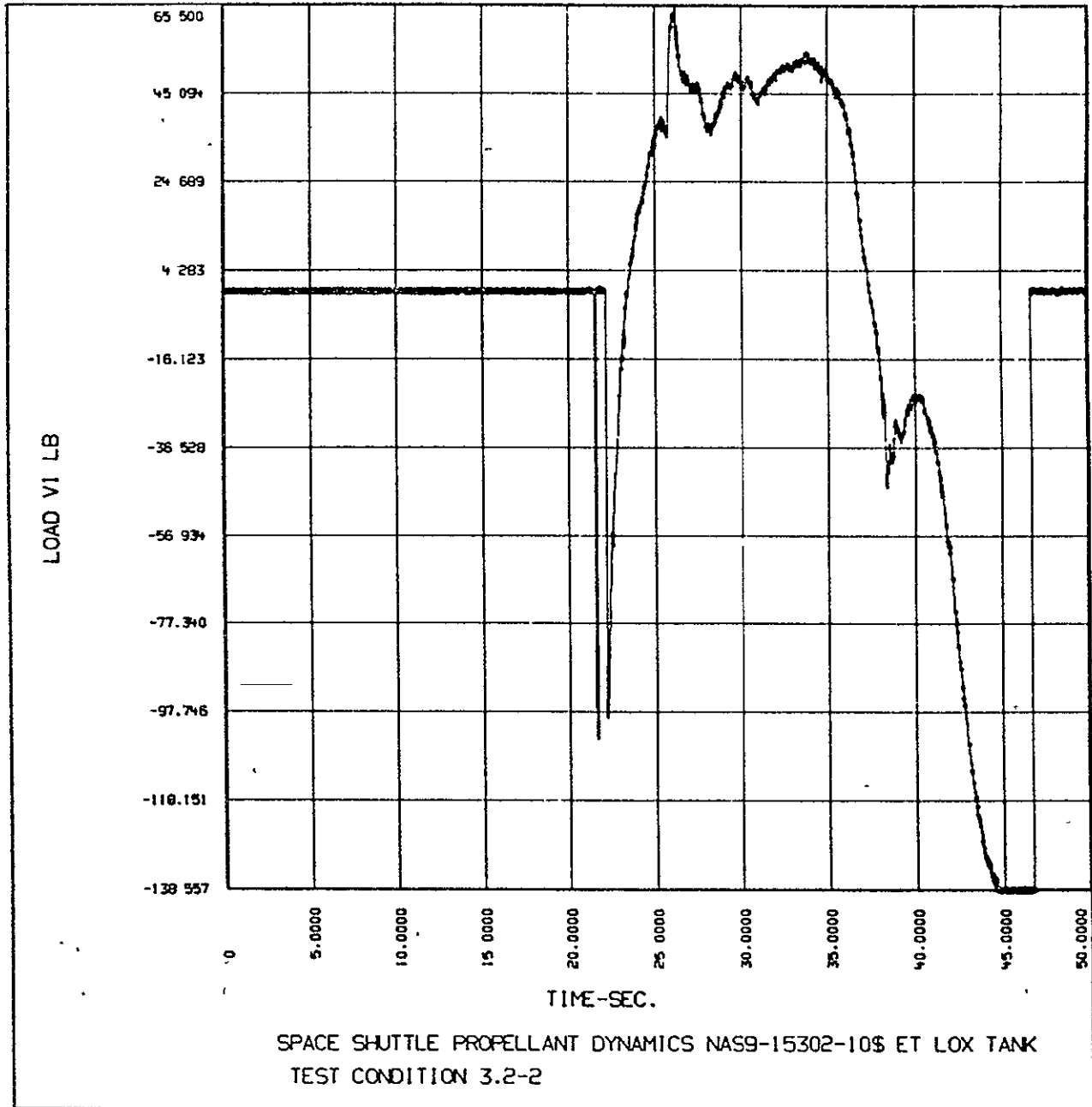
Test Fluid — FC 113

Orientation — 30°

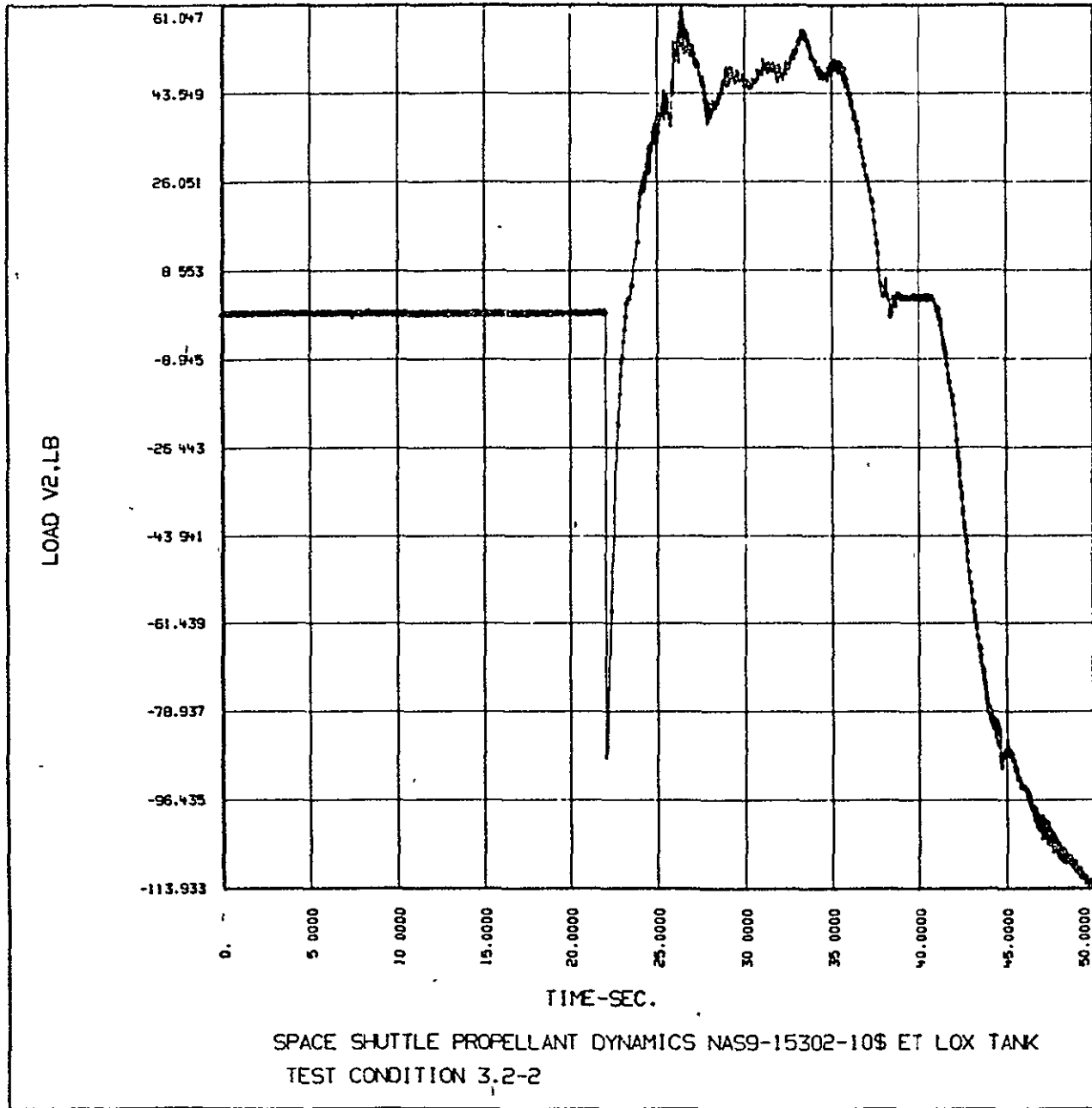
Fille Volume — 5%

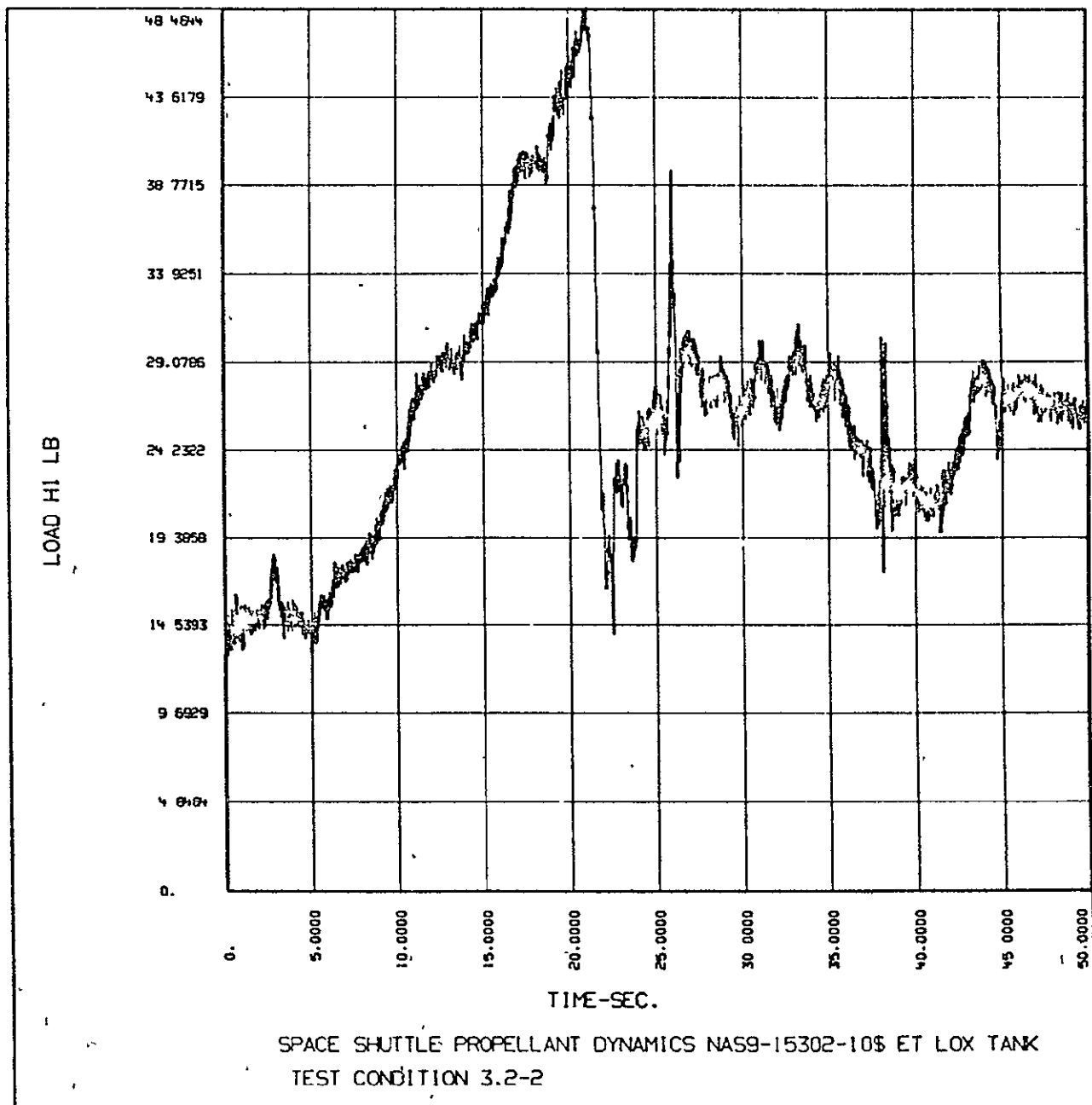
Target Acceleration — 0.2 g

A-211

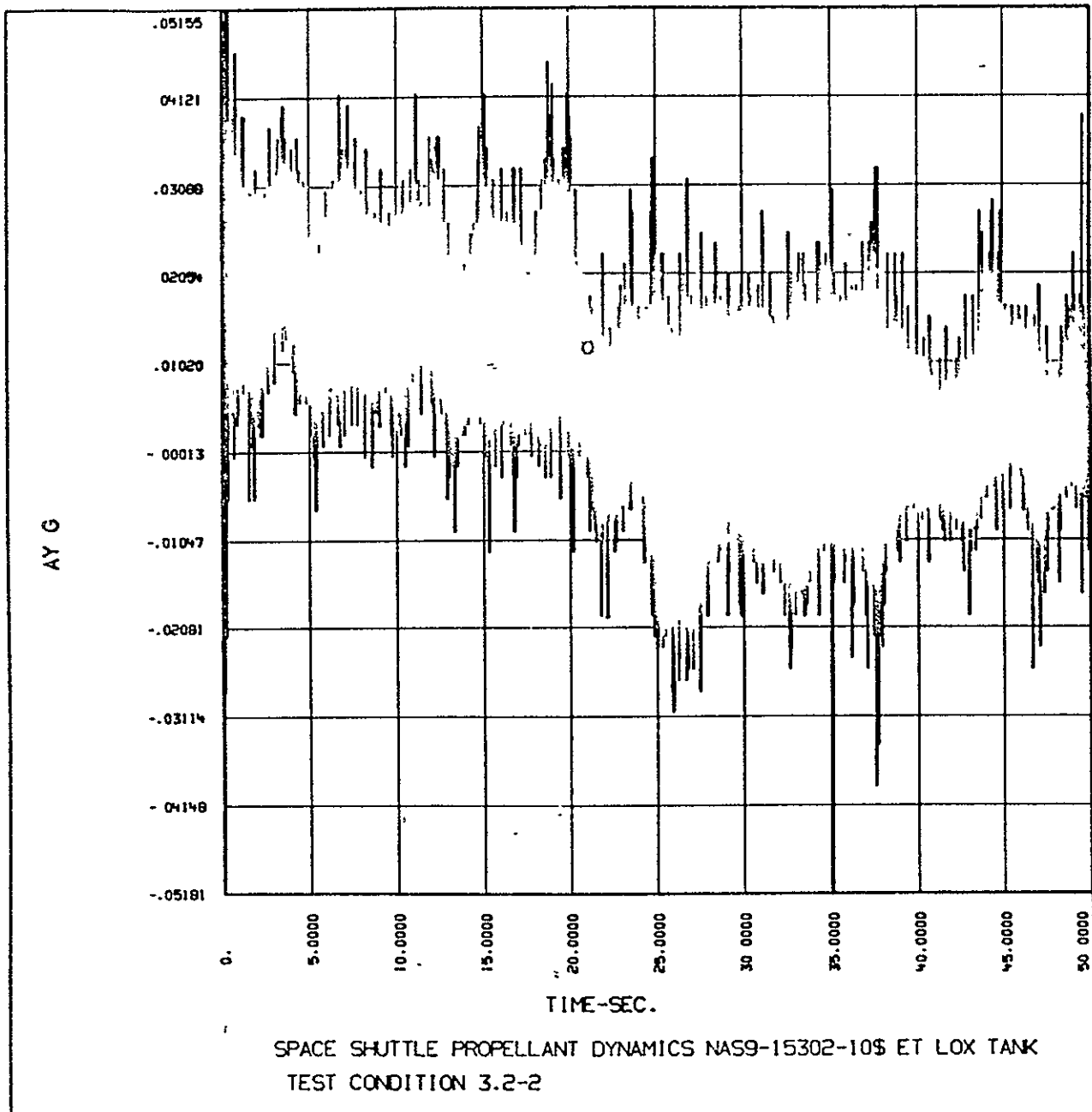


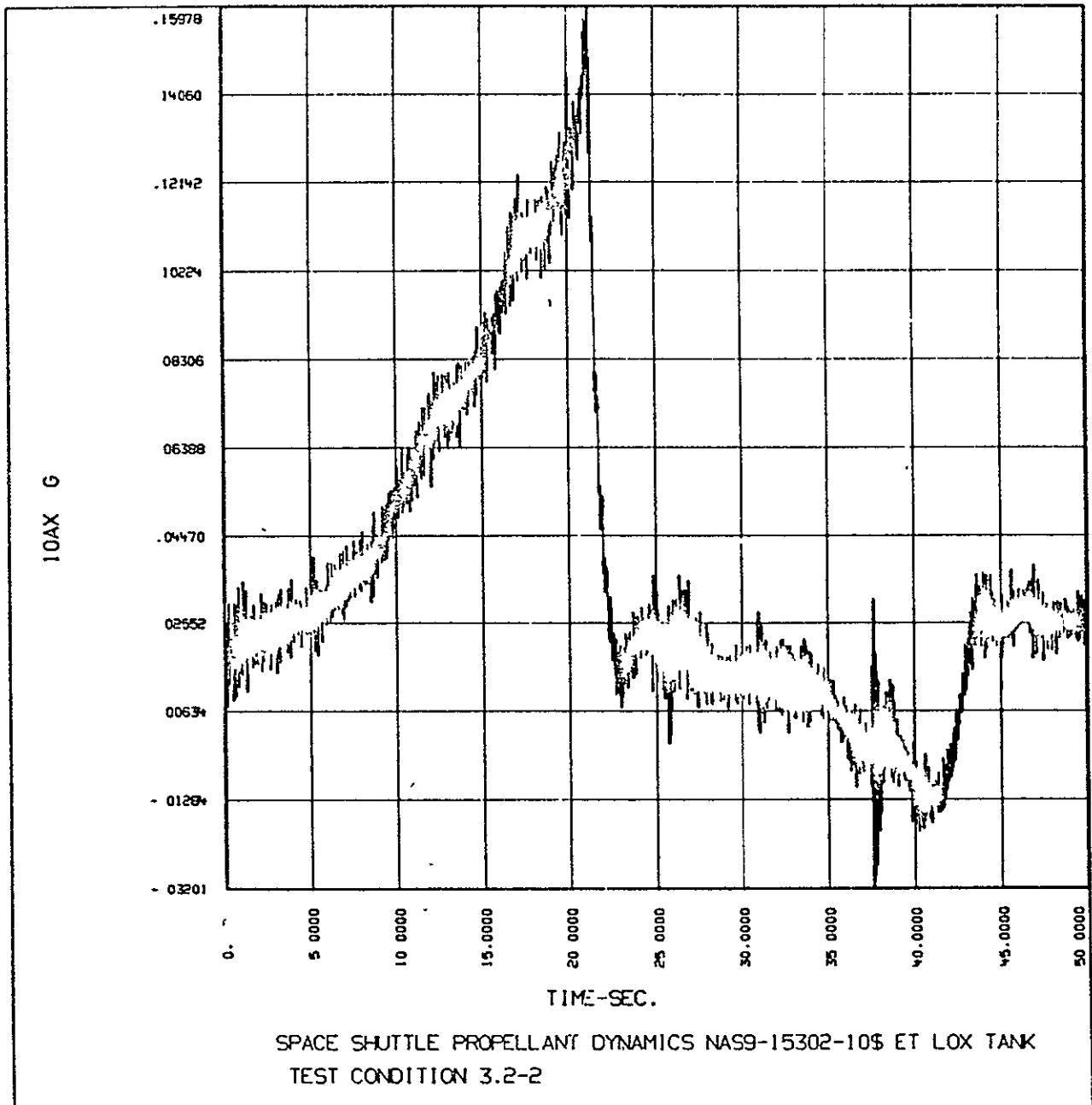
A-212



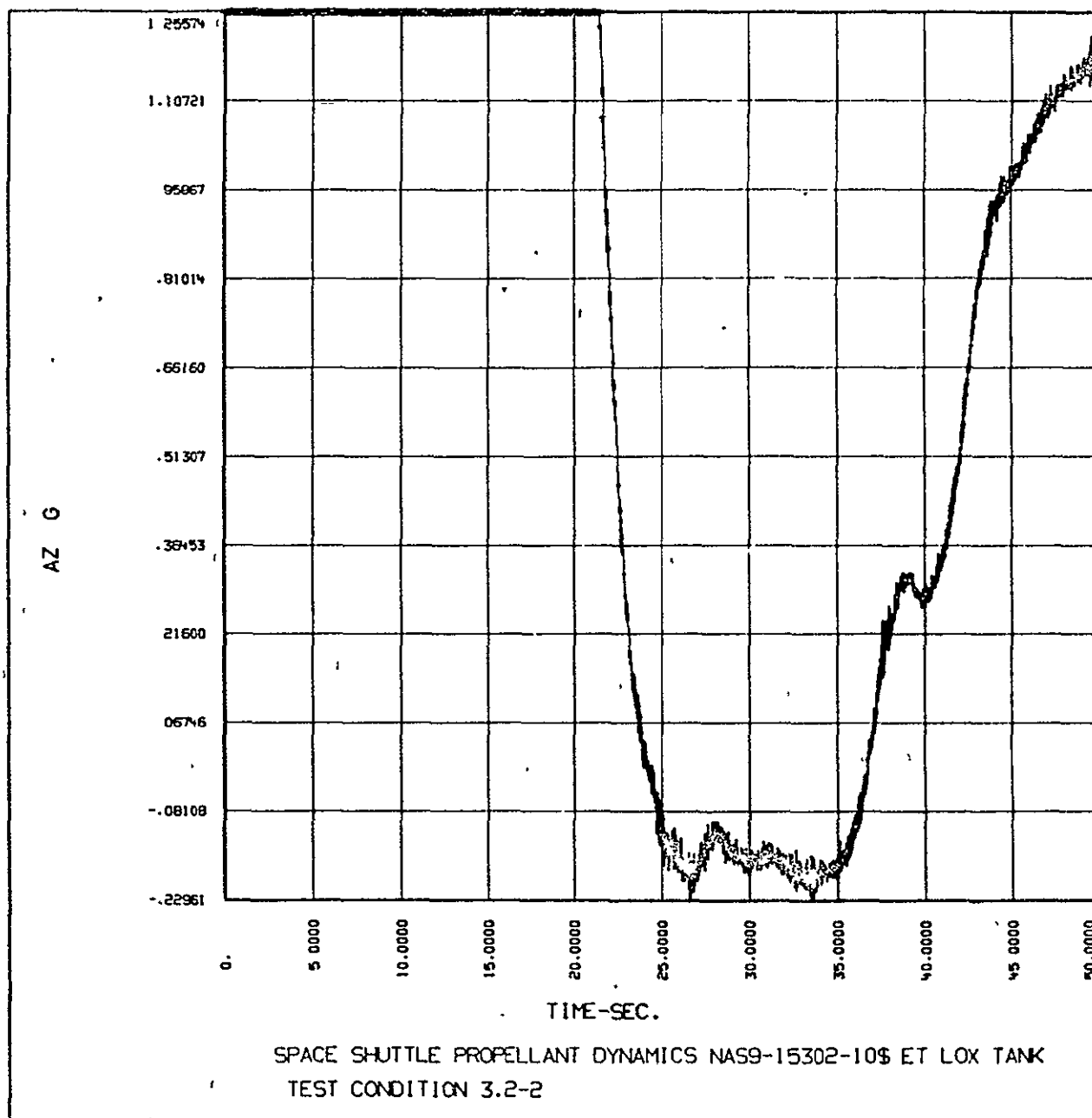


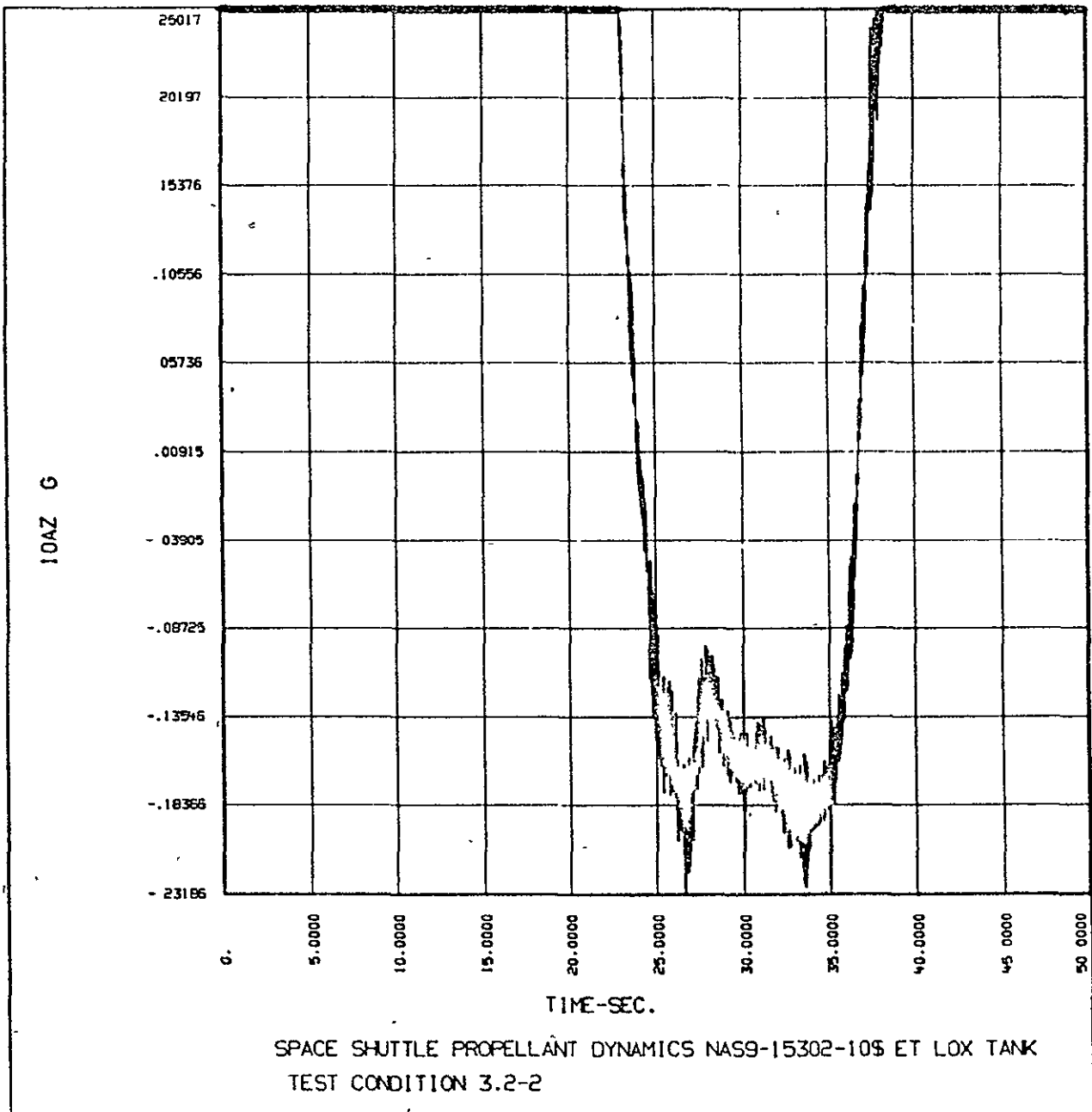
A-214

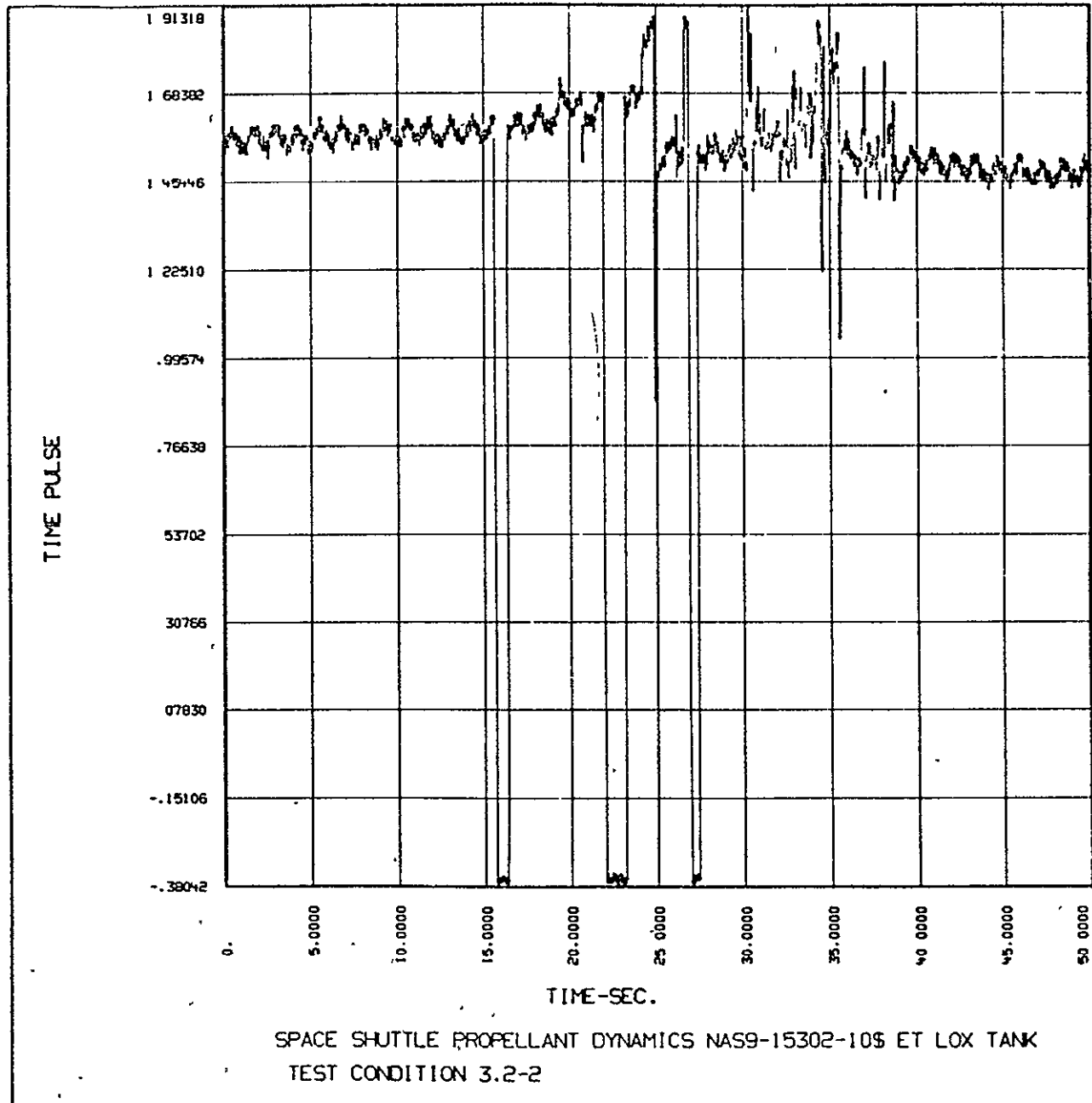




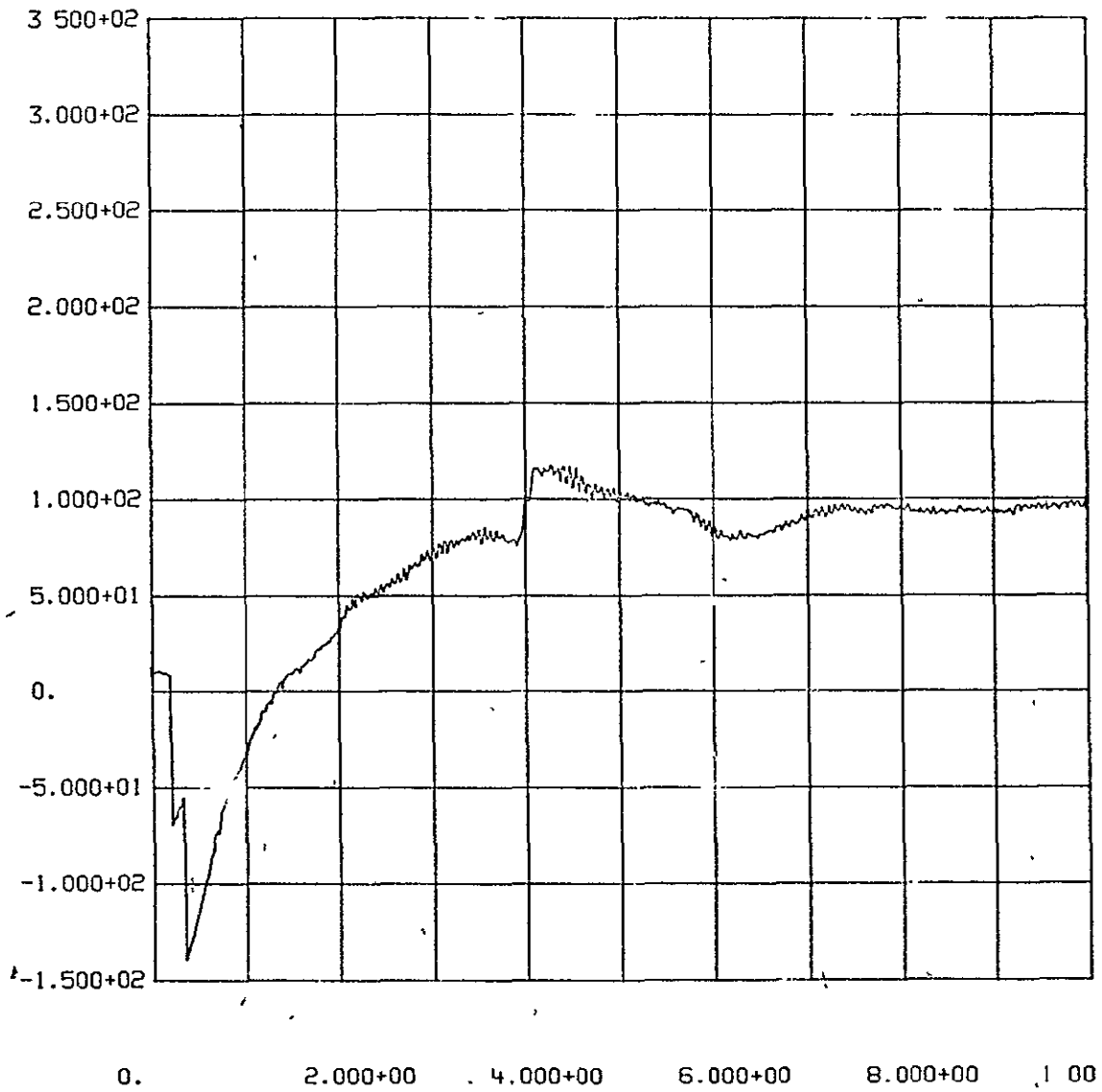
A-216







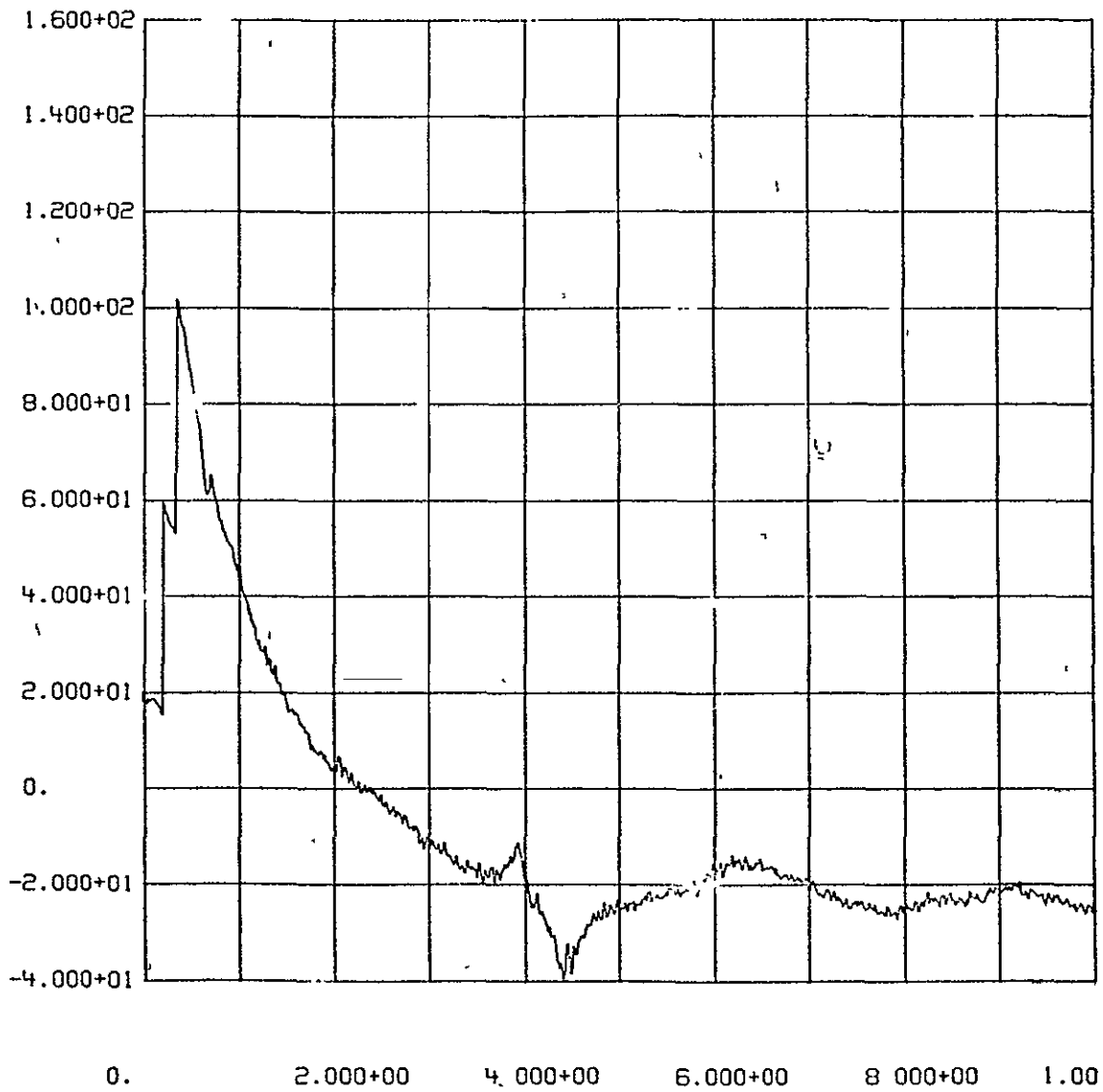
A-219



Z-LOAD VS TIME

1 FLT 3 07N078 FLIGHT 3 TEST CONDITION 3.2-2 * UNFLT *

A-220



Y-LOAD

VS

TIME

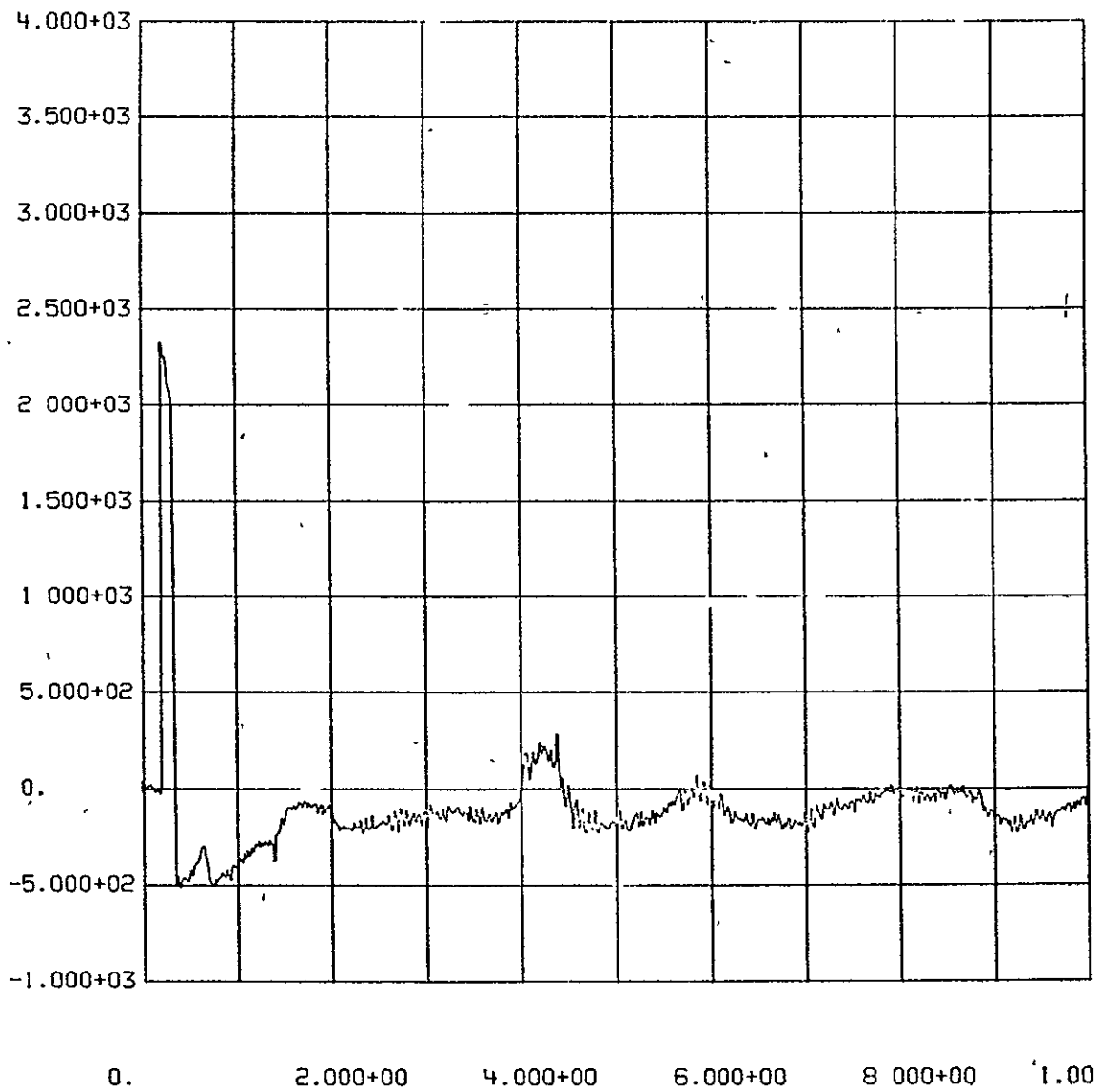
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.2-2 * UNFILT *

A-221



MOMENT

VS

TIME

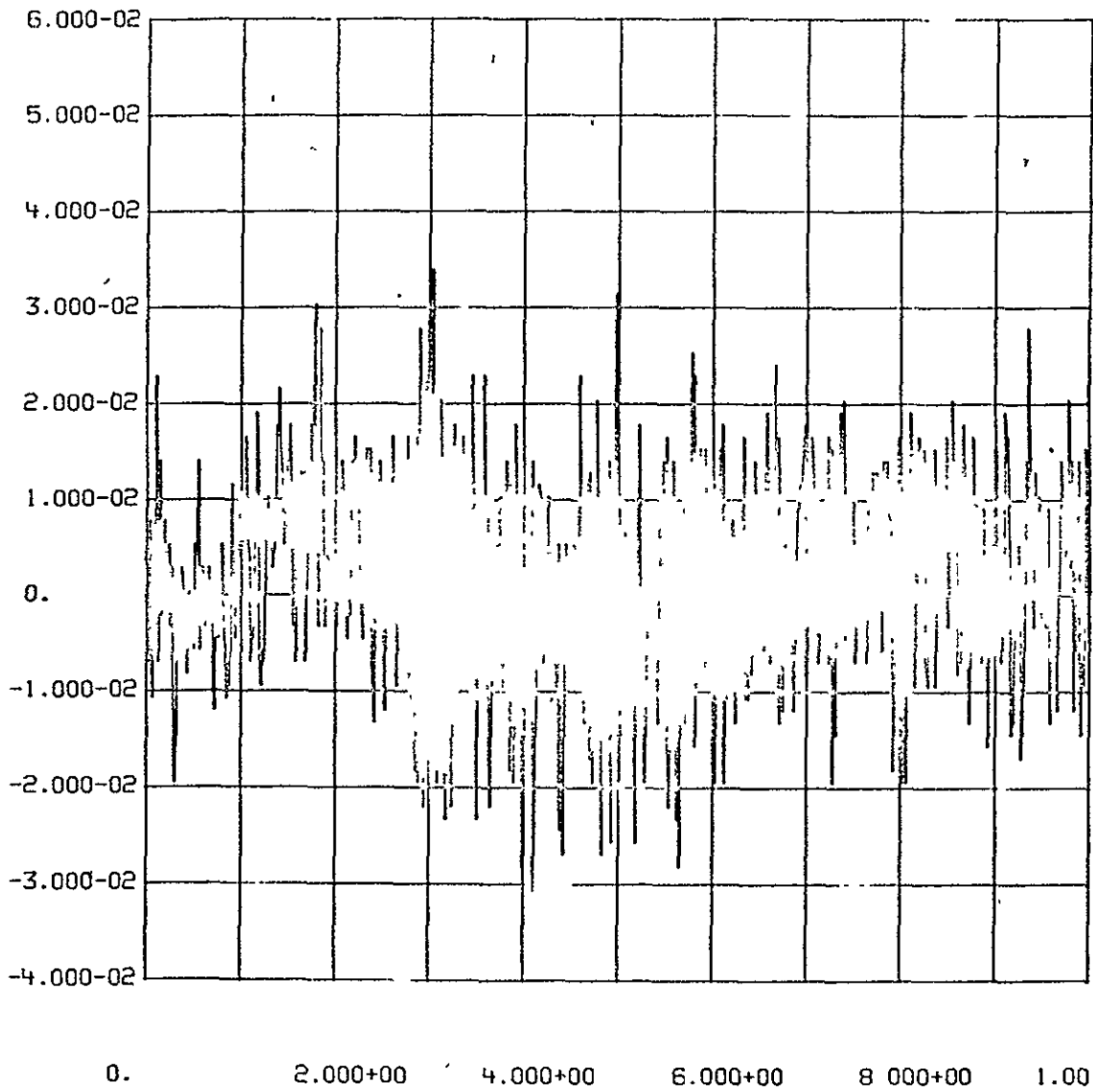
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.2-2 * UNFILT *

A-222



AC YAC

VS

TIME

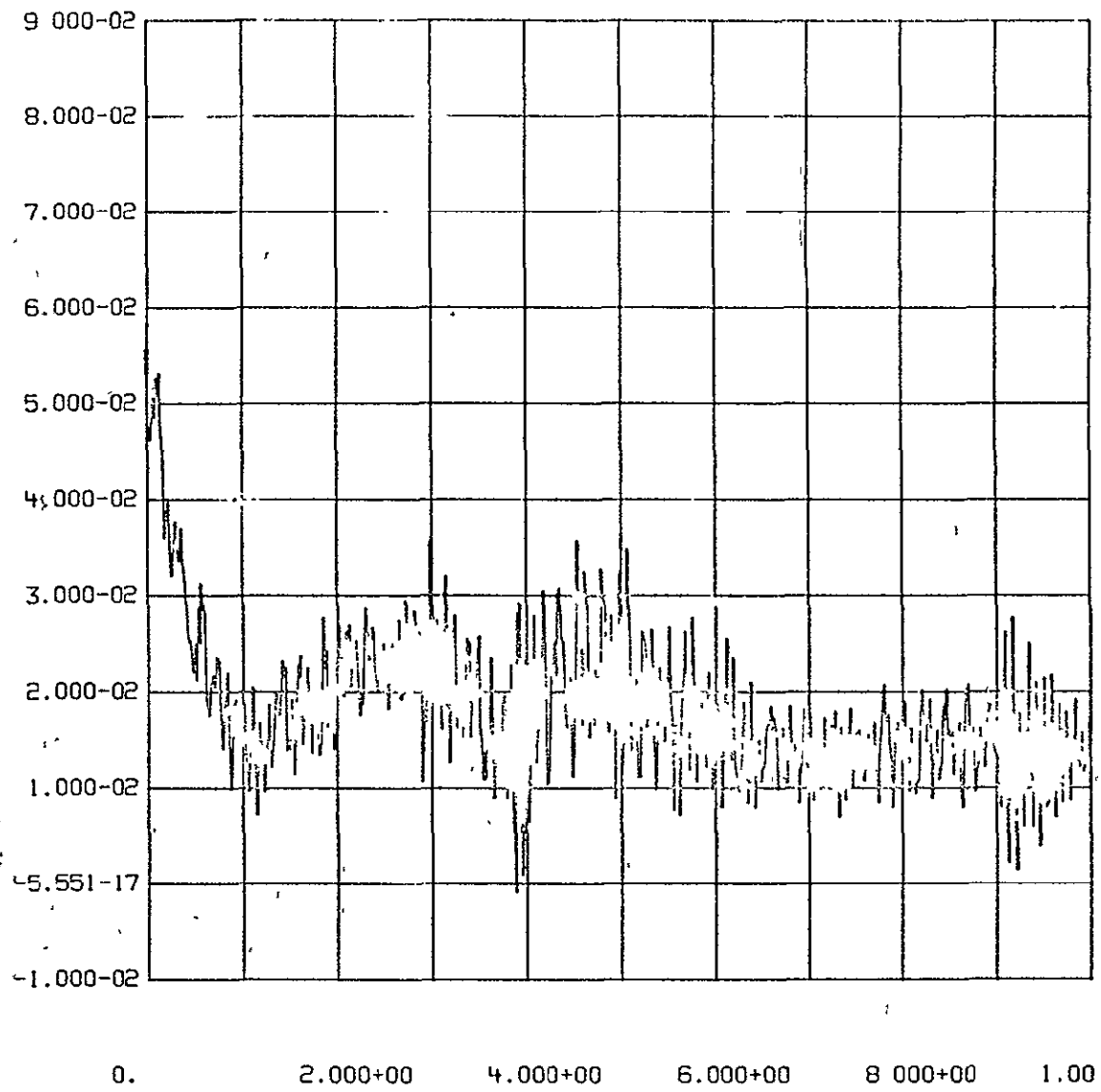
1

FLT 3

07NO78

FLIGHT 3 TEST CONDITION 3-2-2 * UNFILT *

A-223



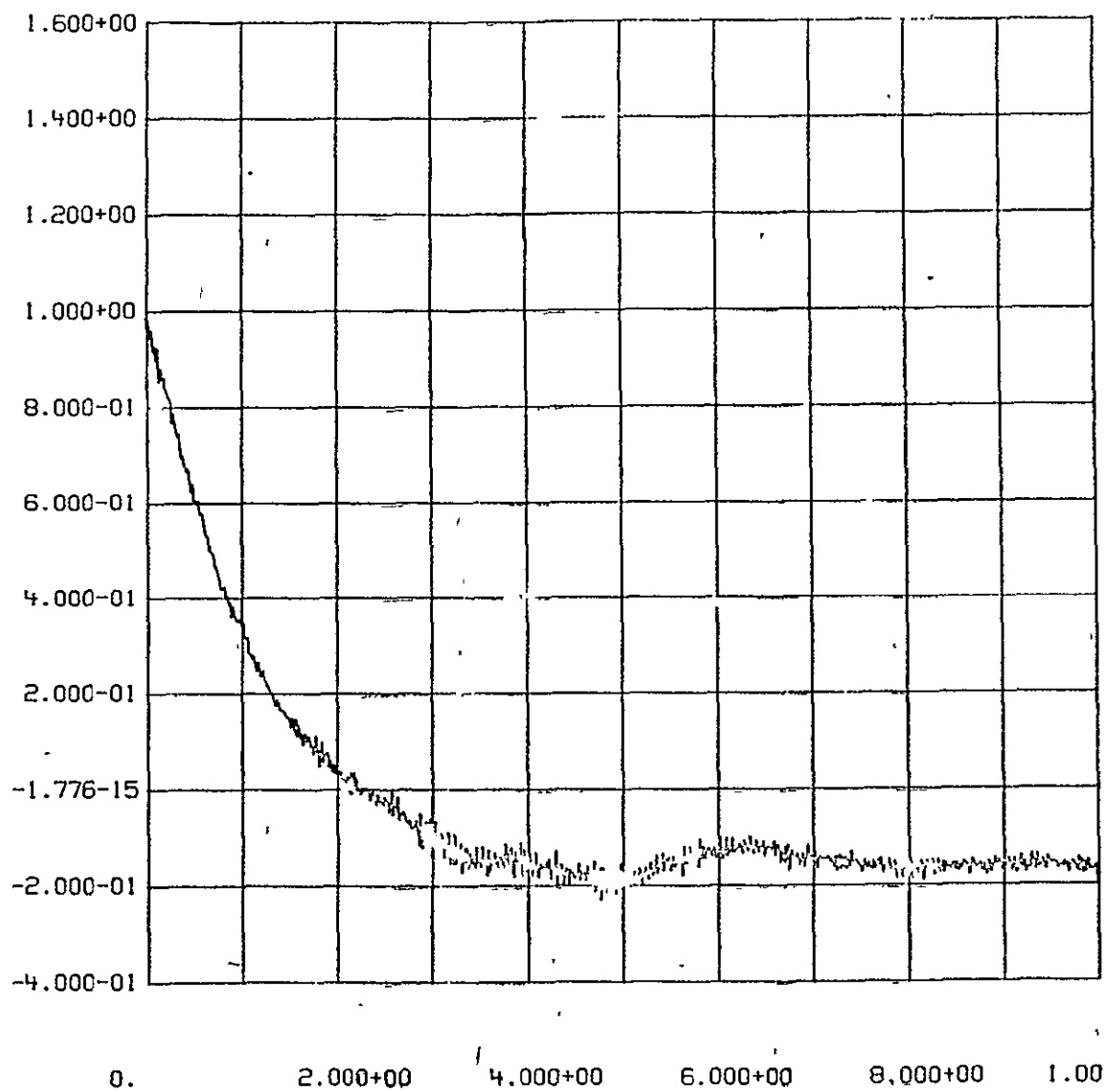
AC XAC

VS

TIME

1 . , FLT 3 07N078 FLIGHT 3 TEST CONDITION 3.2 2 * UNFLT *

A-224



AC ZAC

VS

TIME

1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.2-2 * UNFILT *

Test Data Condition 3.3-2 ,

Baffles

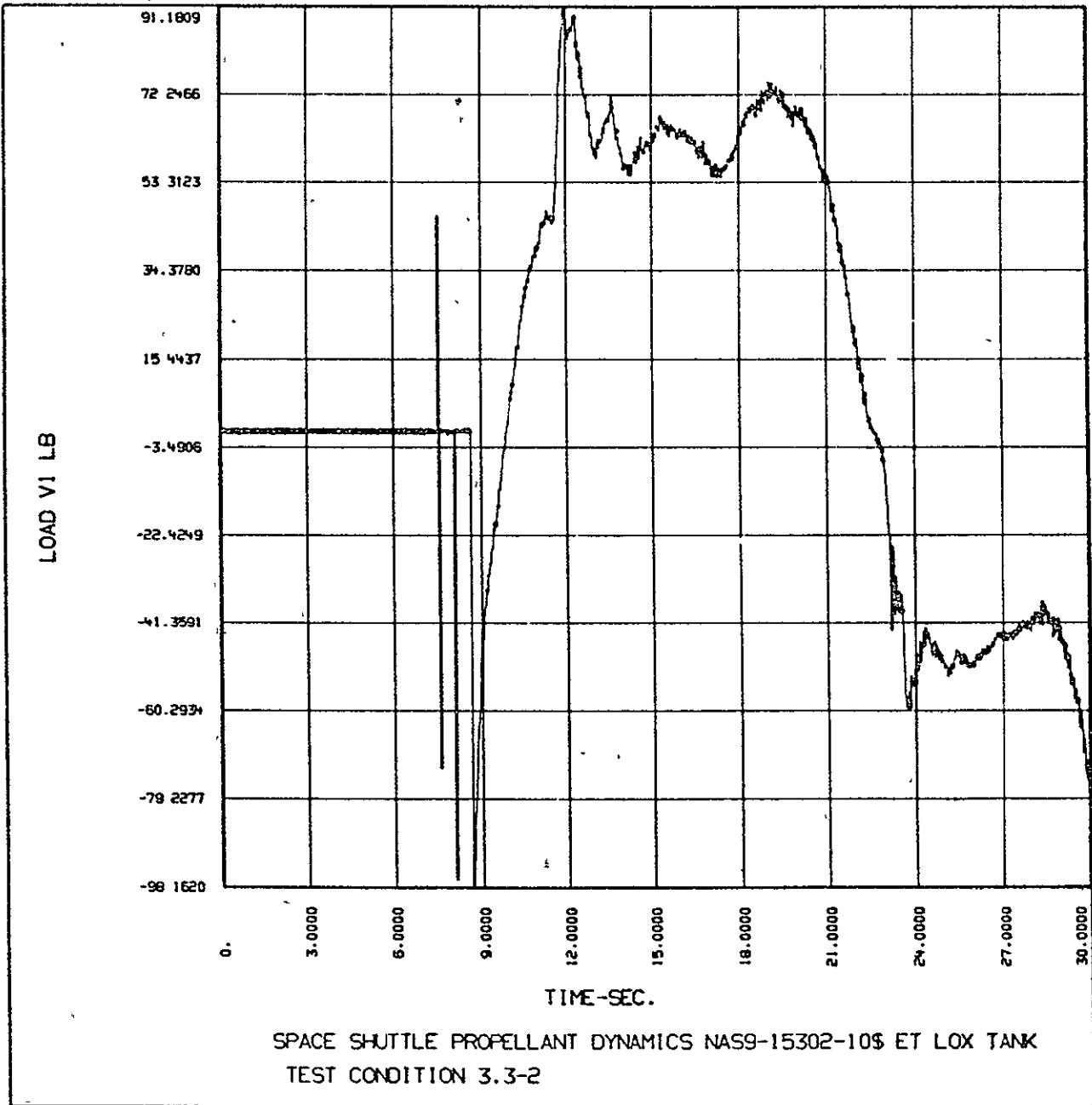
Test Fluid – FC 113

Orientation – 30°

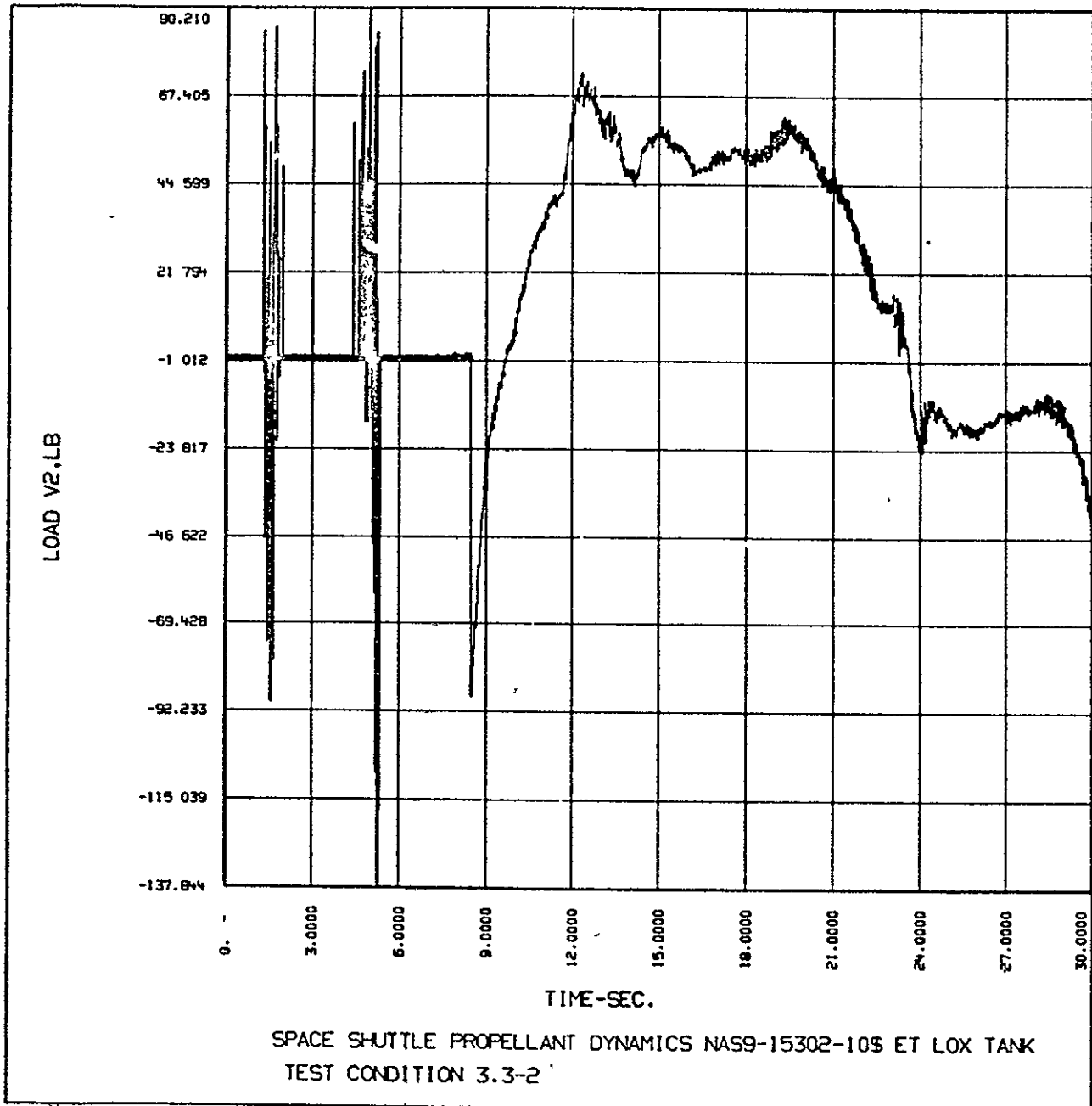
Fill Volume – 10%

Target Acceleration—0.2 g

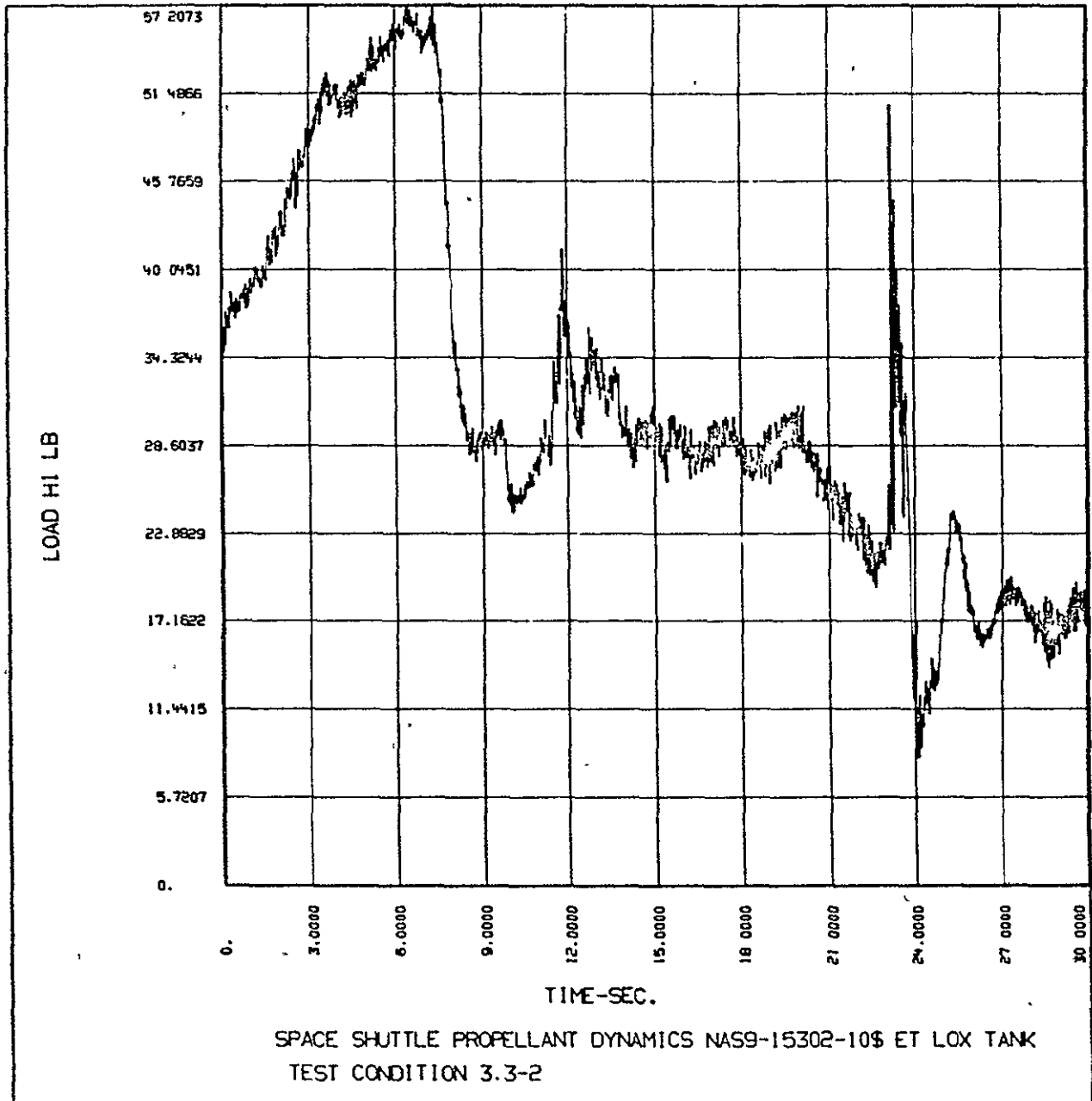
A-225

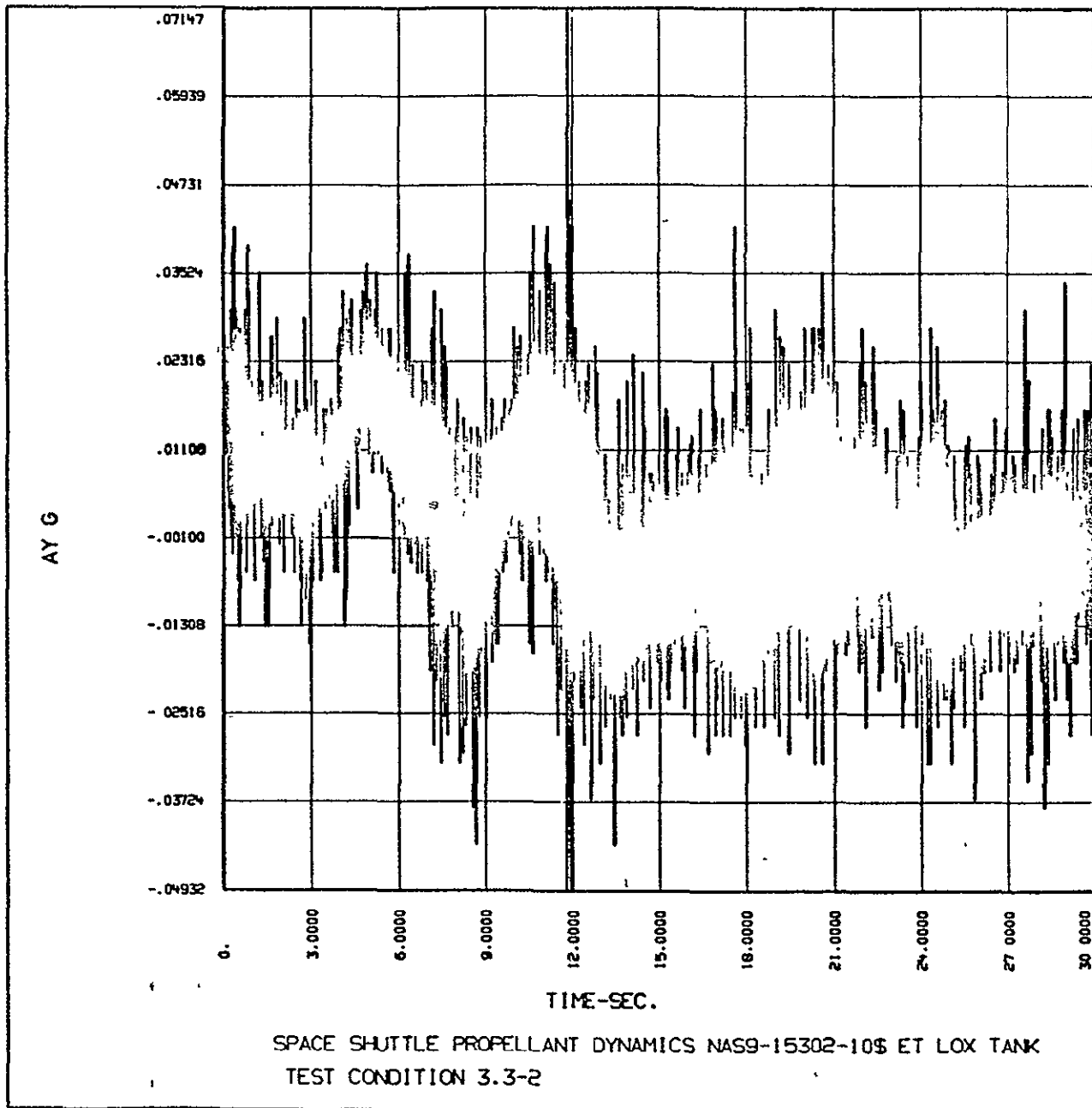


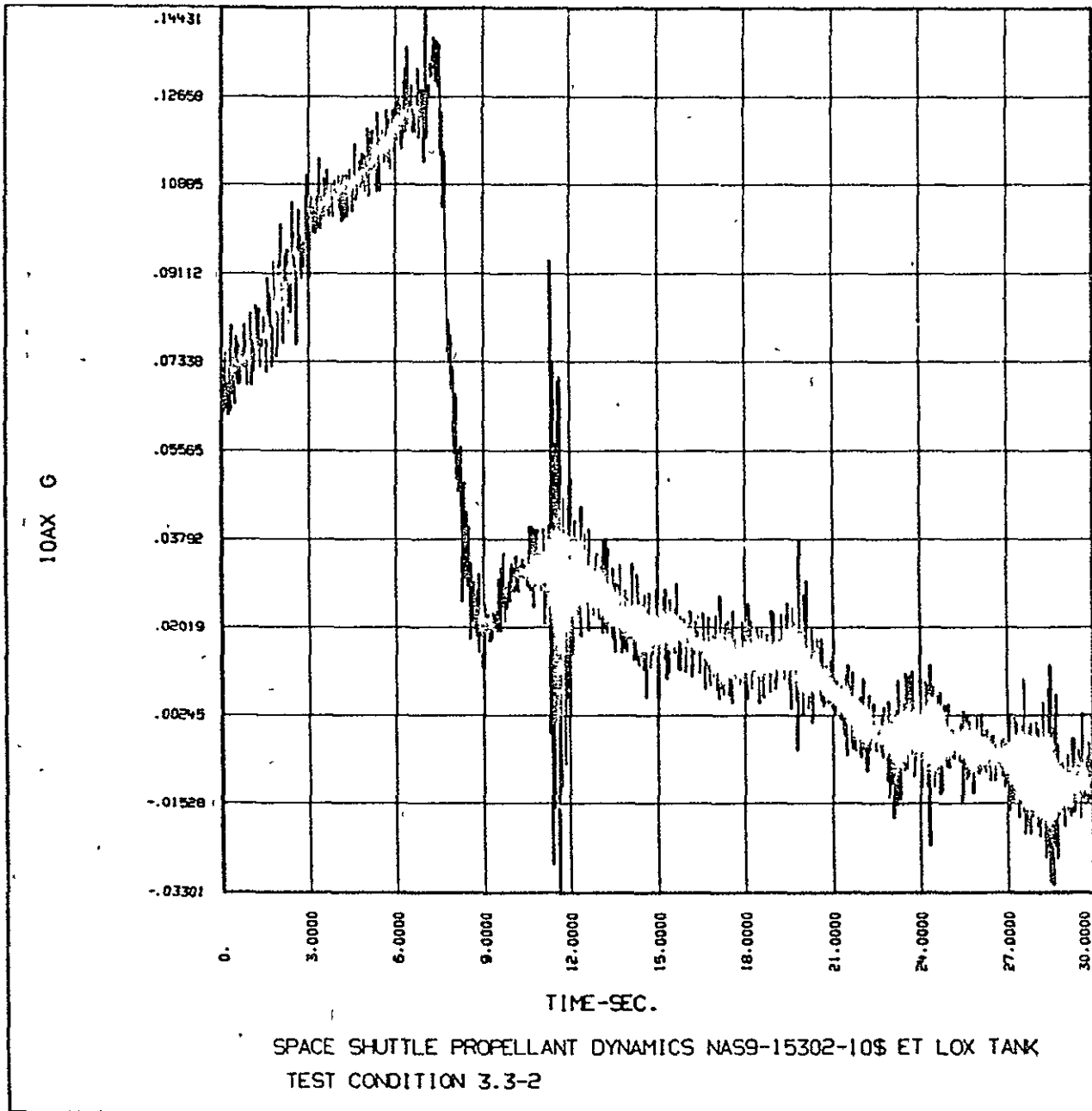
A-226

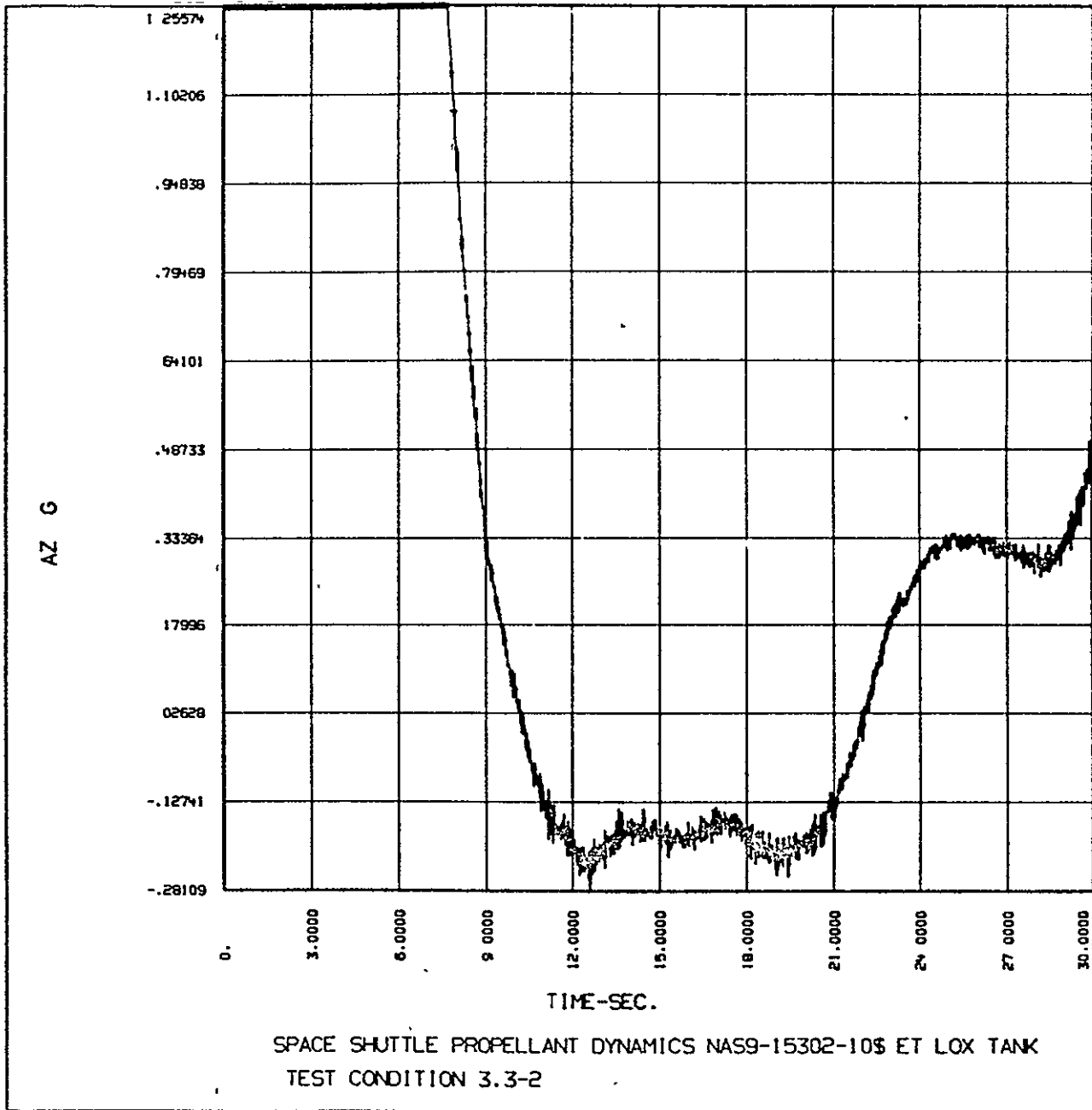


A-227

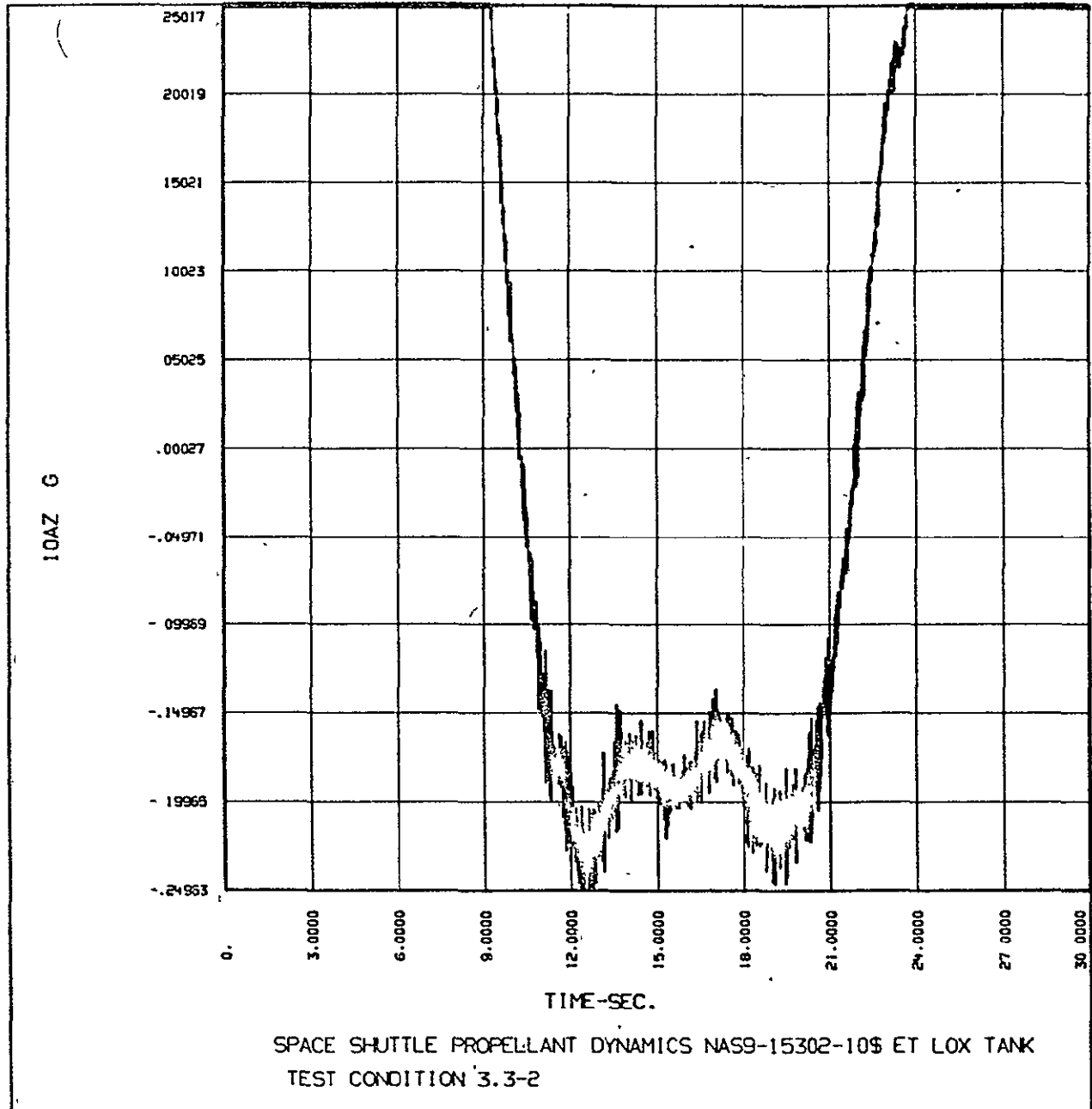


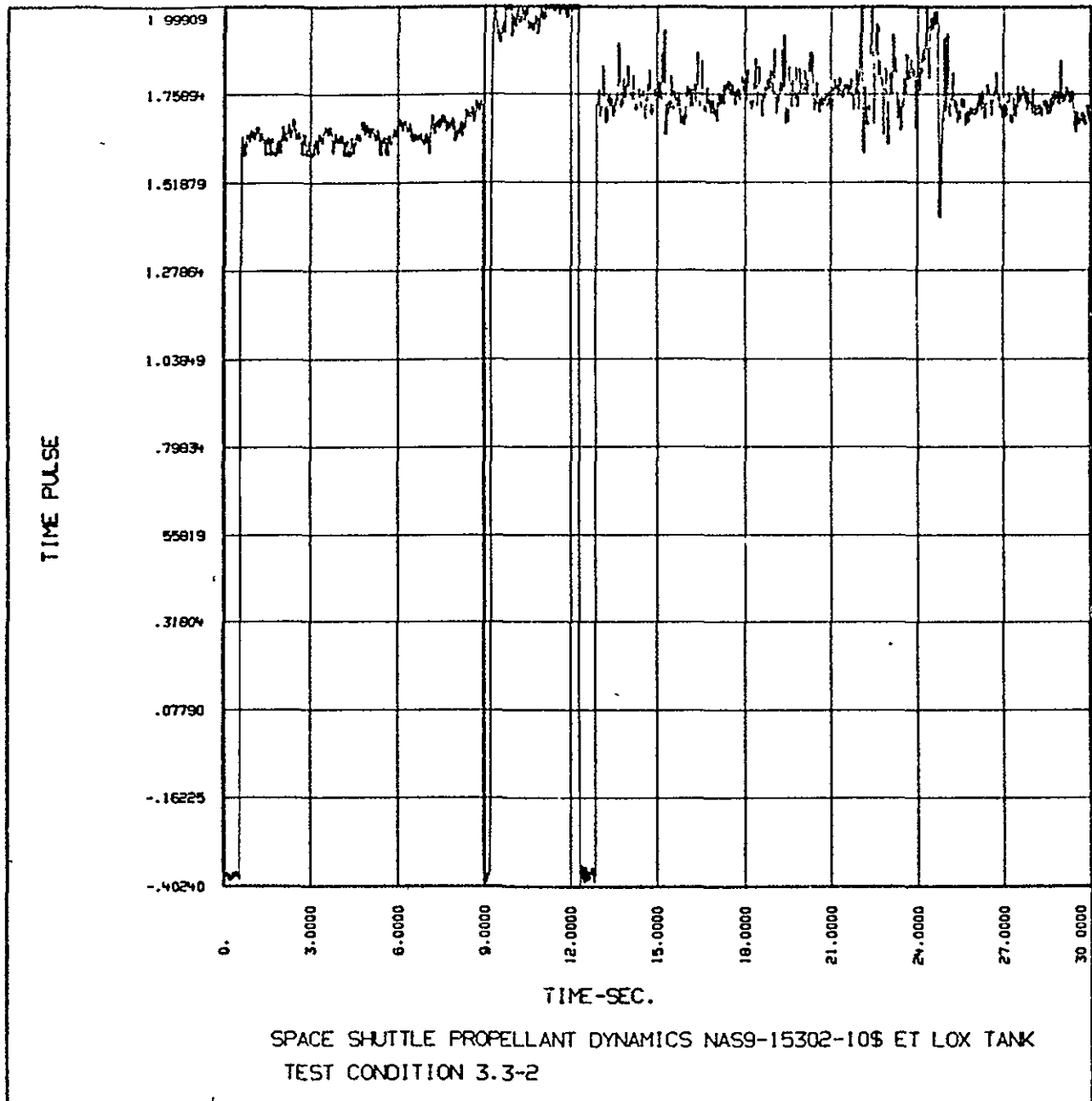




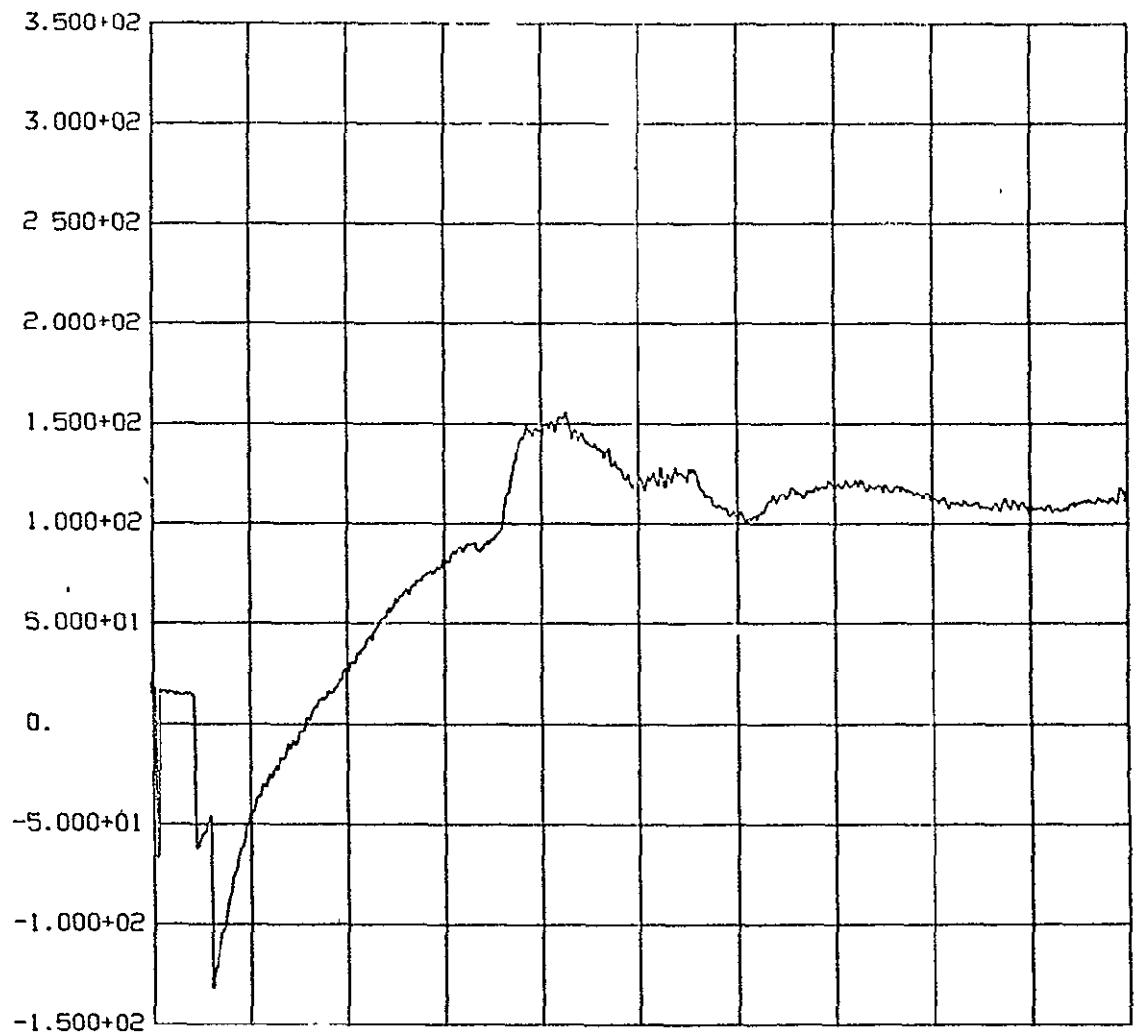


A-231





A-233



Z-LOAD

VS

TIME

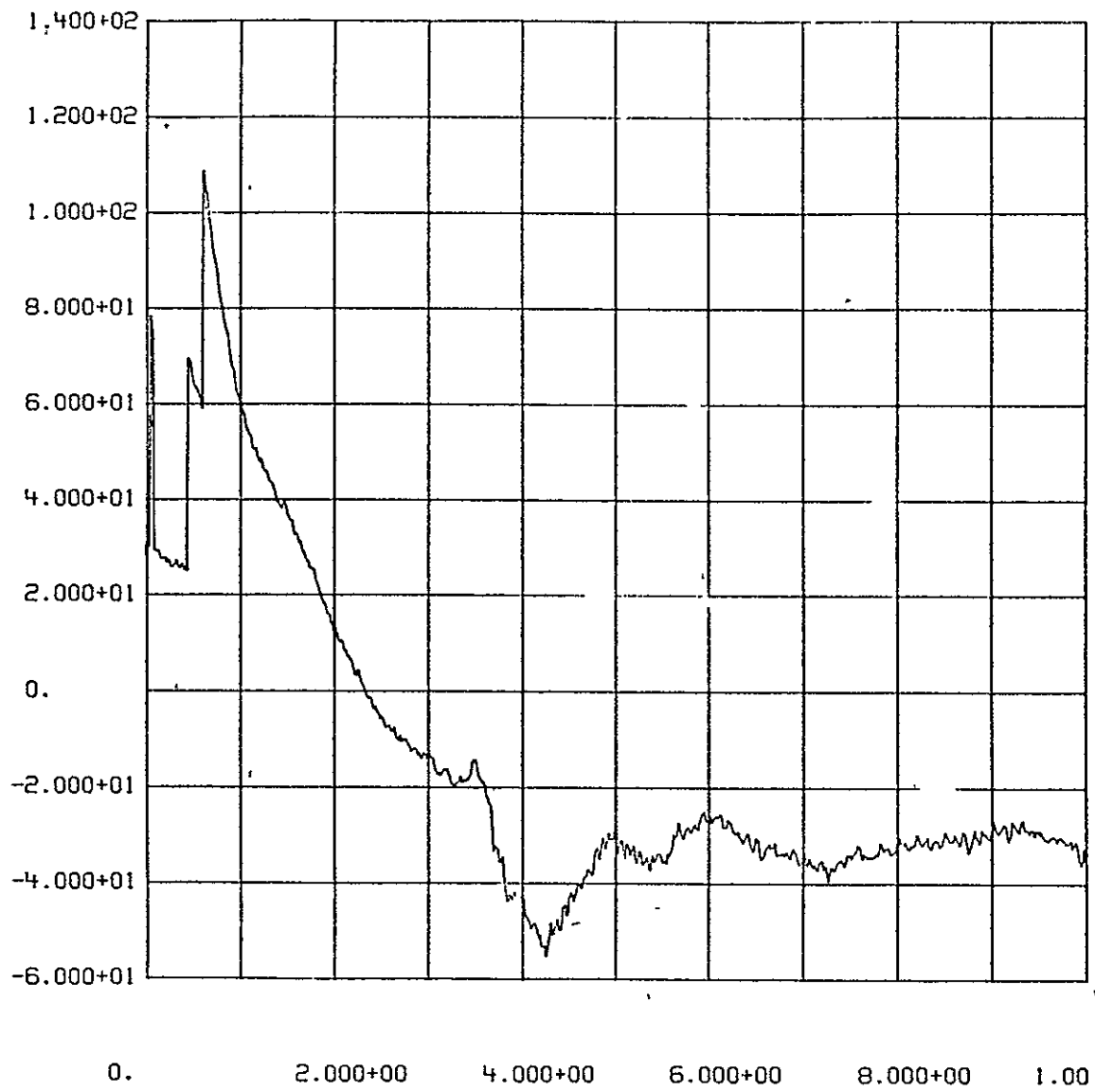
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.3-2 * UNFILT *

A-234



Y-LOAD

VS

TIME

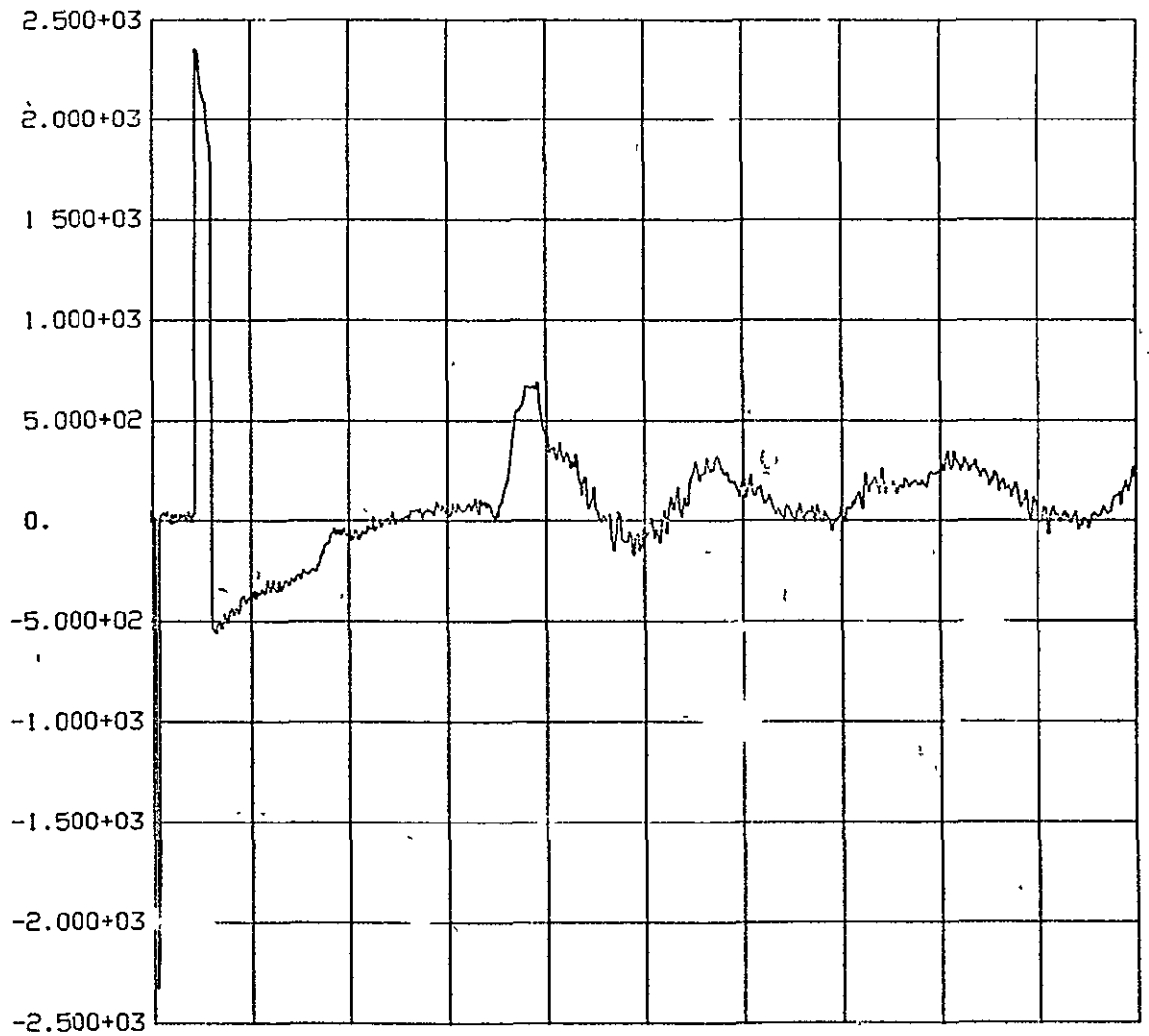
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.3-2 * UNFILT *

A-235

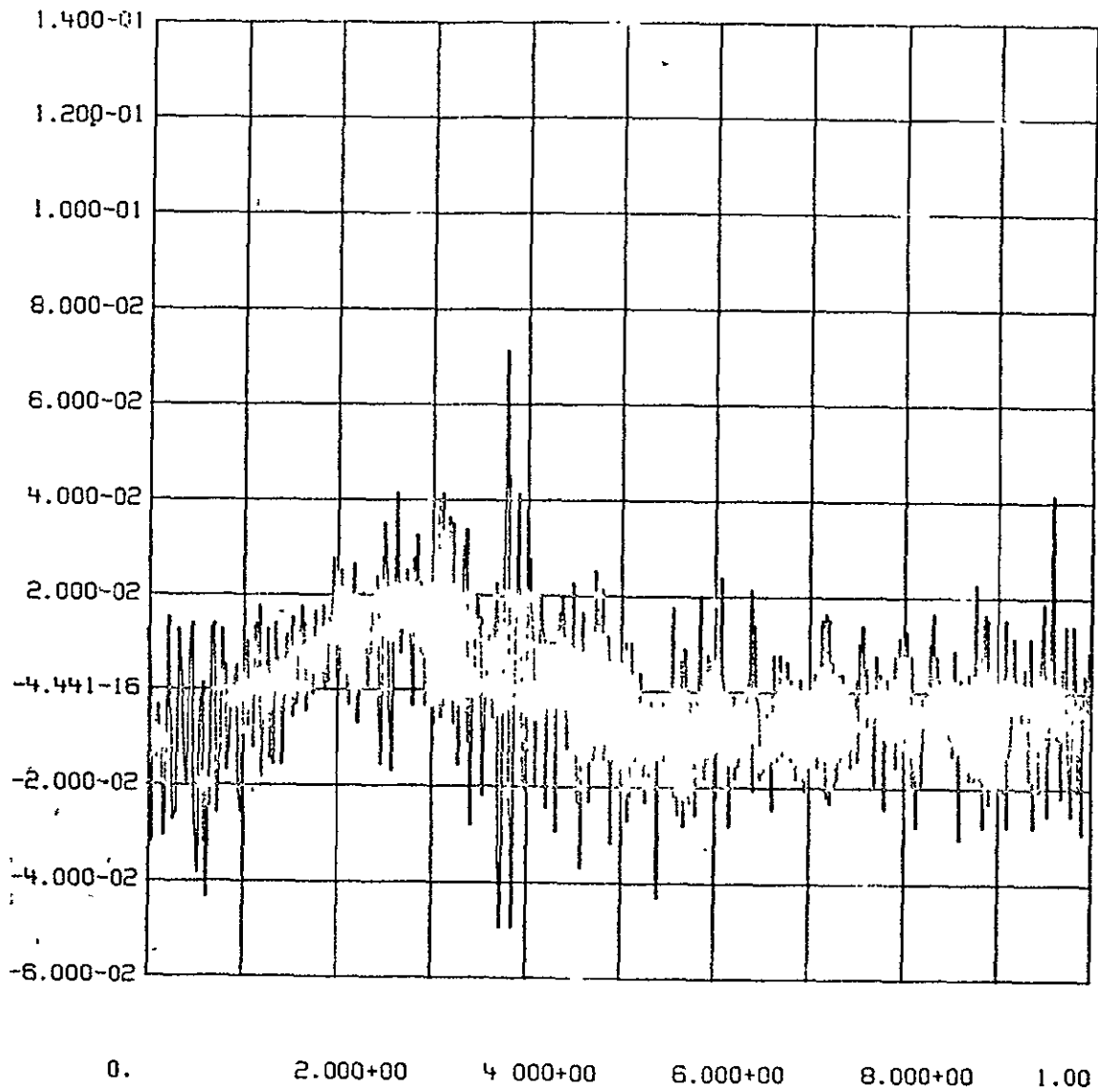


0. 2.000+00 4.000+00 6.000+00 8.000+00 10.000+00

MOMENT VS TIME

1 FLT 3 078 FLIGHT 3 TEST CONDITION 3.3-2 * UNFILT *

A-236



AC YAC

VS

TIME

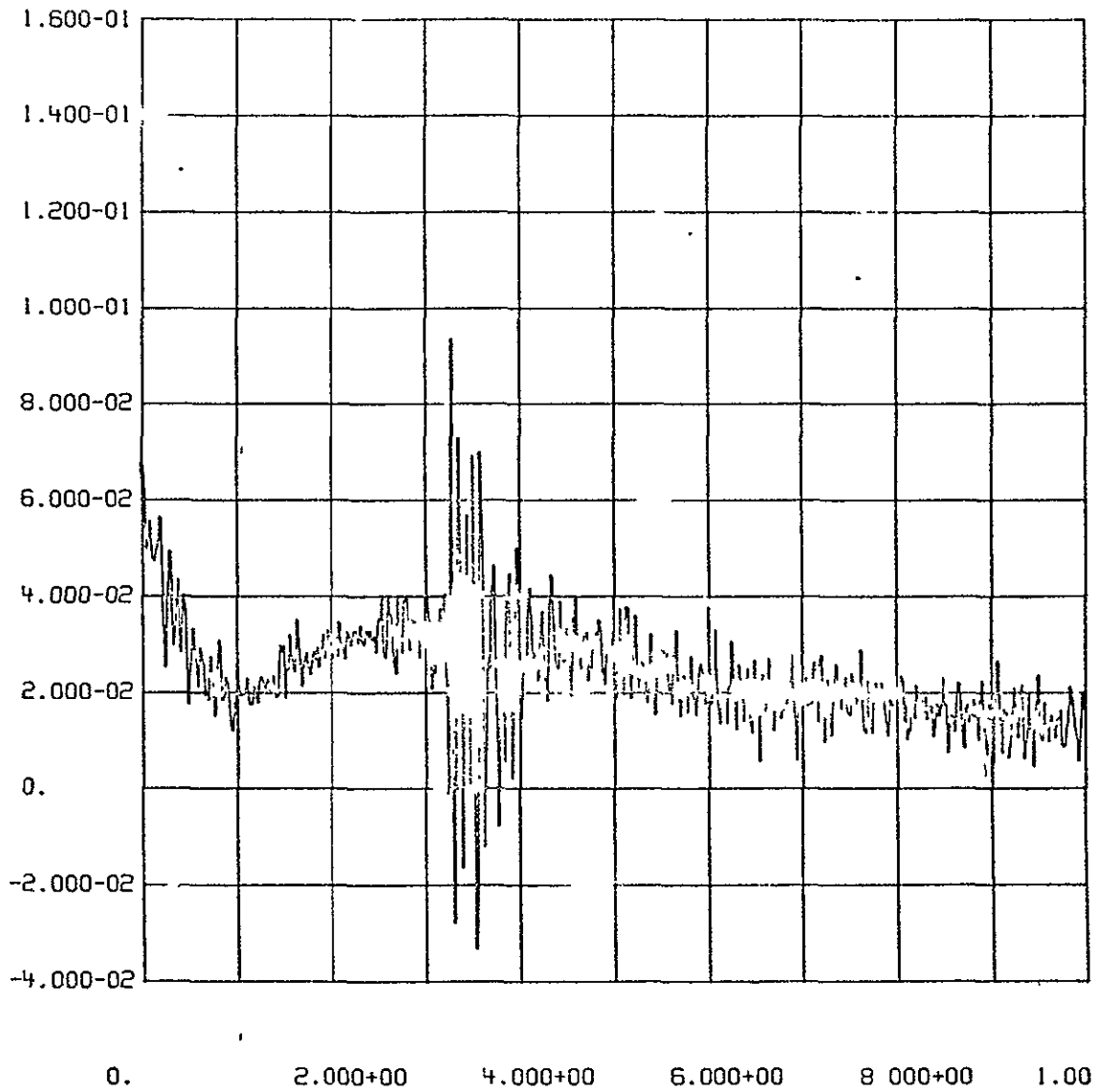
1

FLT 3

07NO78

FLIGHT 3 TEST CONDITION 3.3-2 * UNFILT *

A-237



AC XAC

VS

TIME

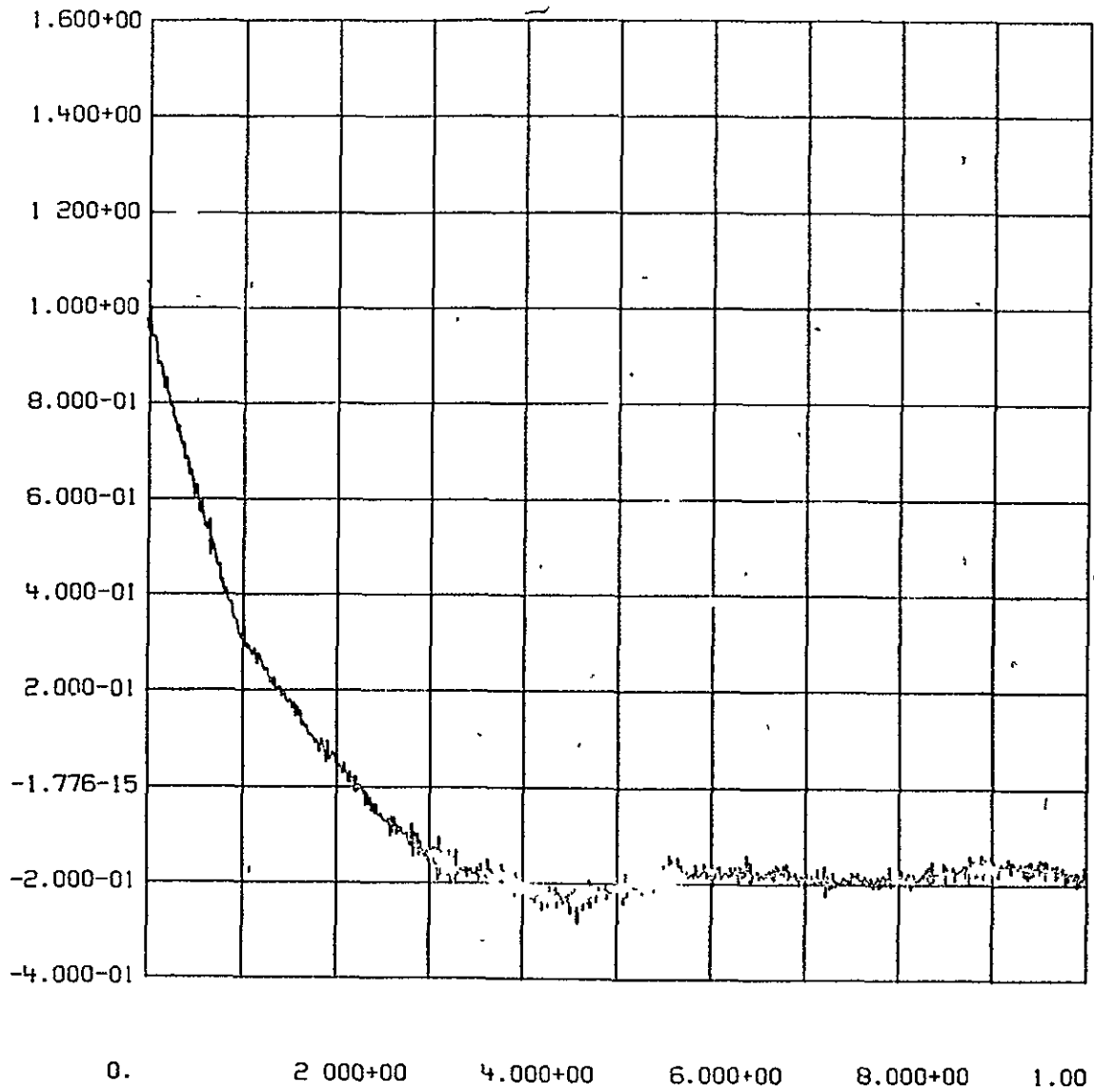
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3 3-2 * UNFLT *

A-238



AC ZAC

VS

TIME

1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.3-2 * UNFILT *

Test Data Condition 3.4-3

Baffles

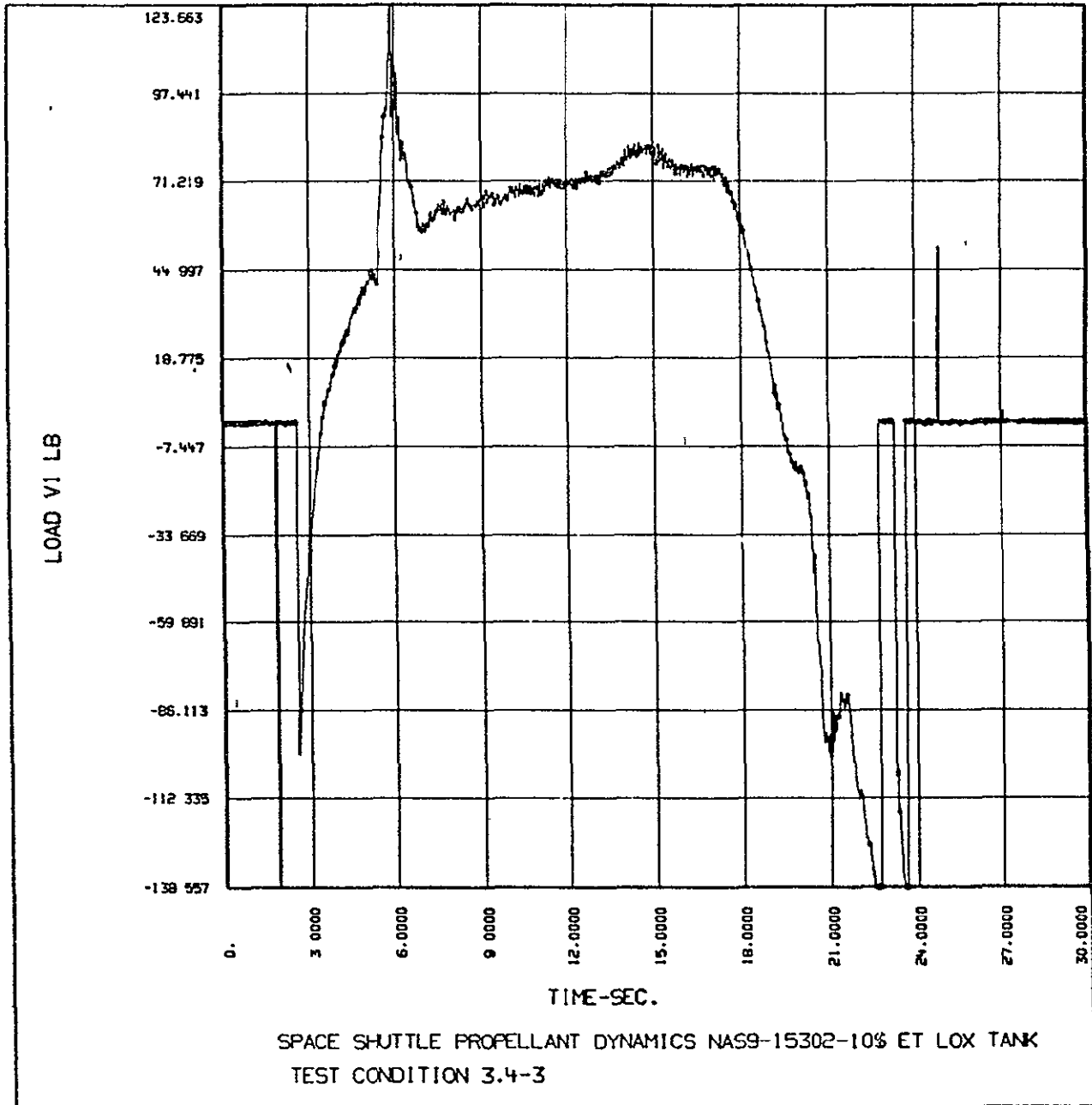
Test Fluid — FC 113

Orientation — 30°

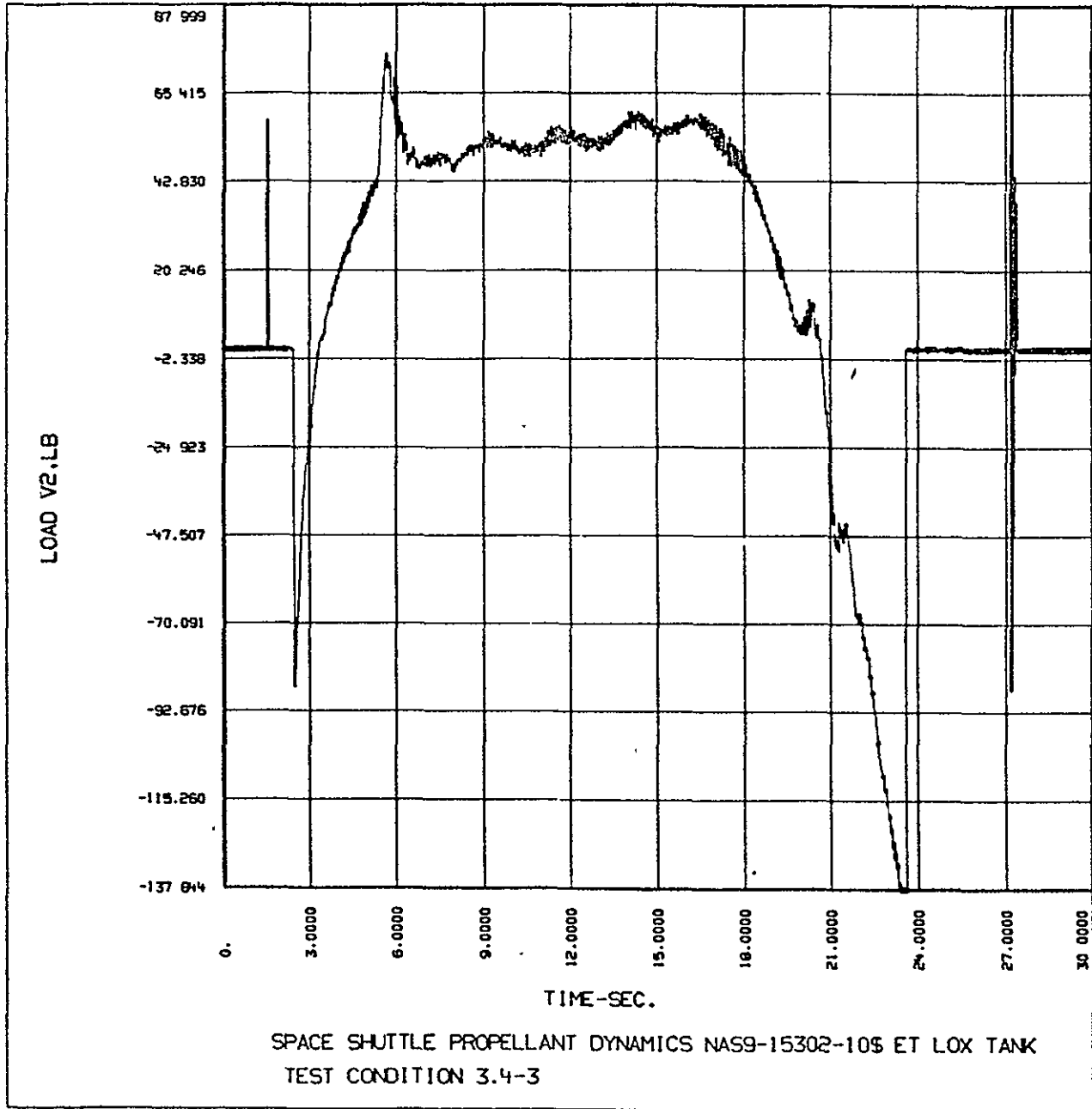
Fill Volume — 15%

Target Acceleration—0.2 g

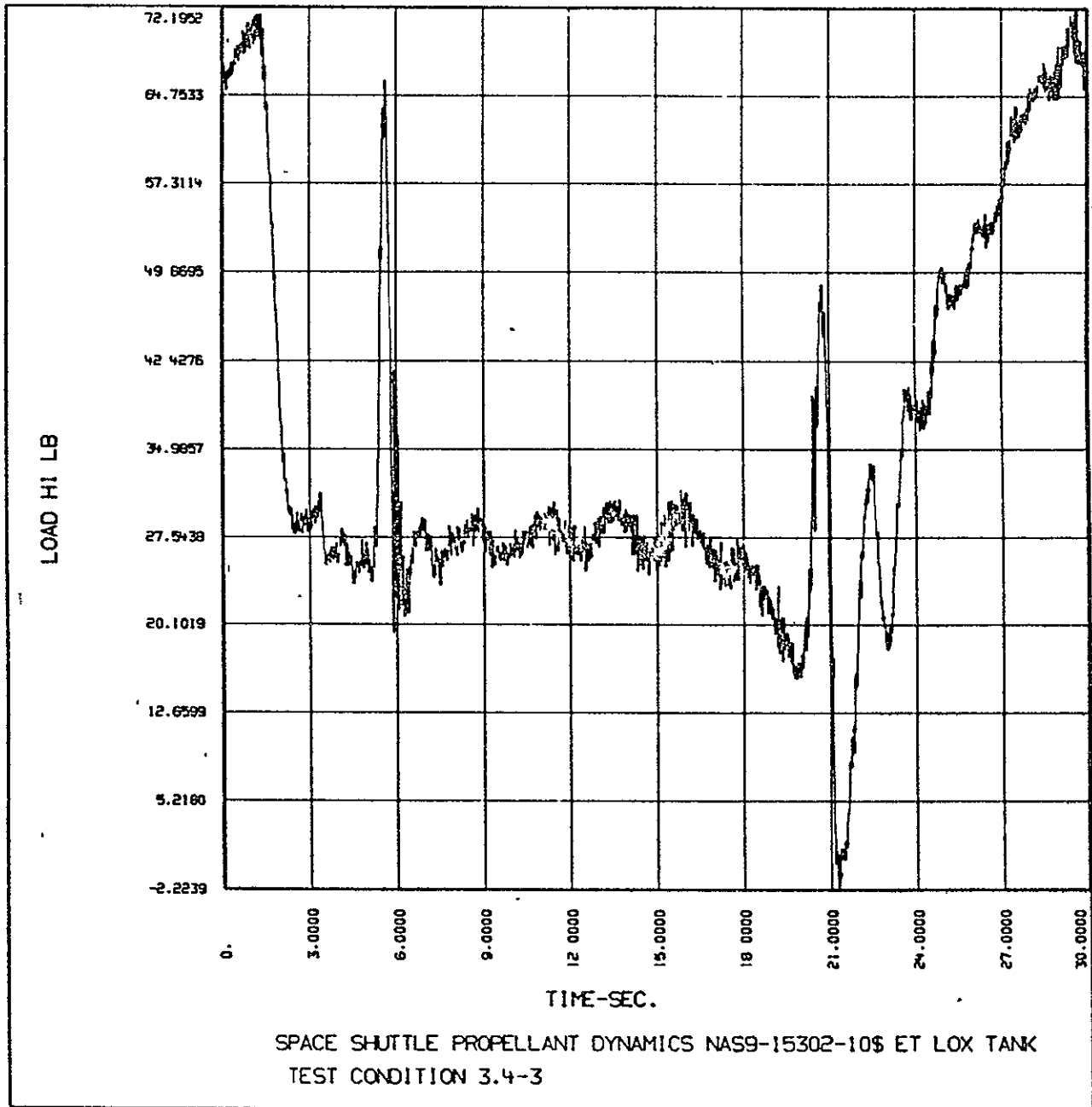
A-239

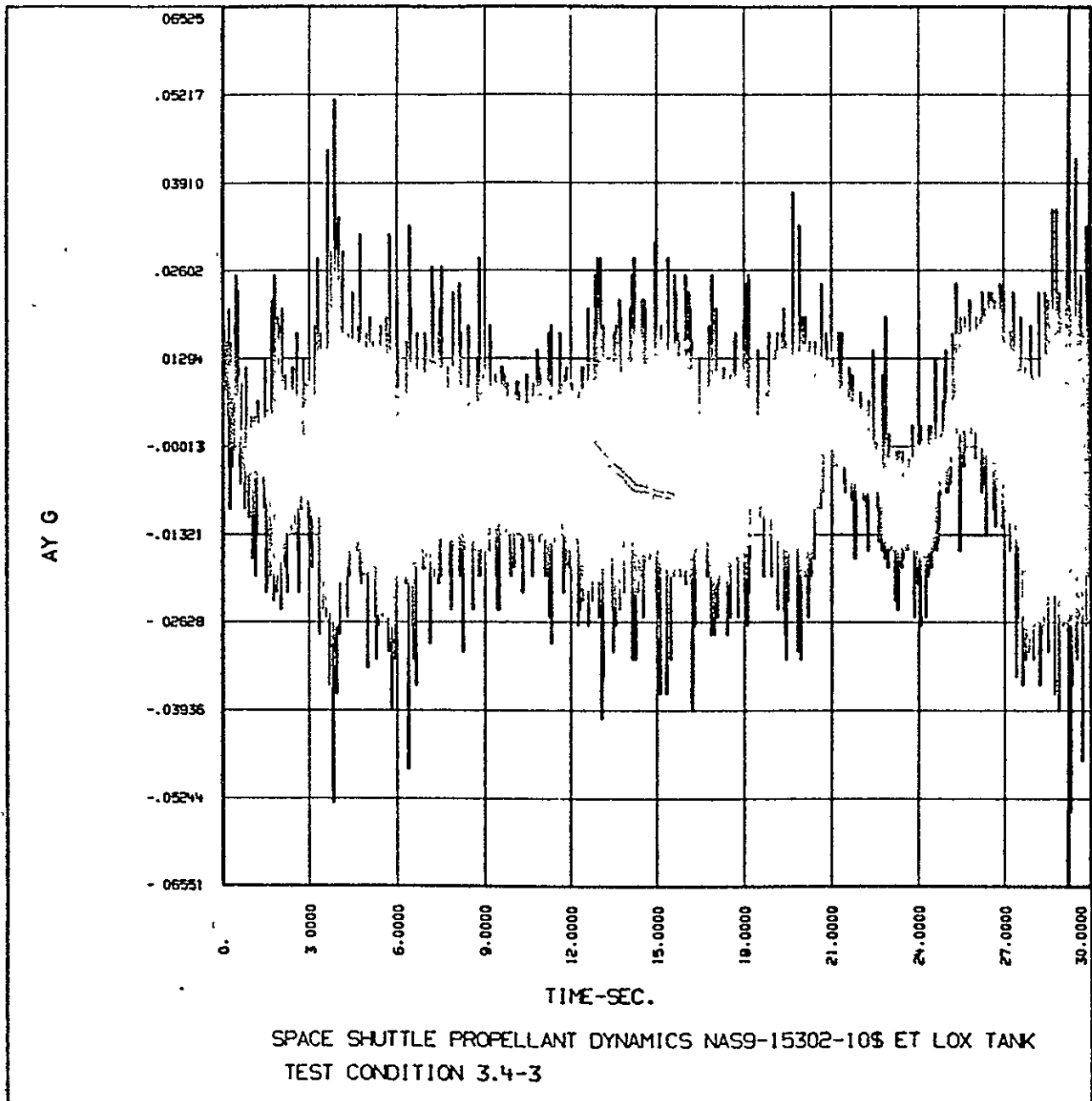


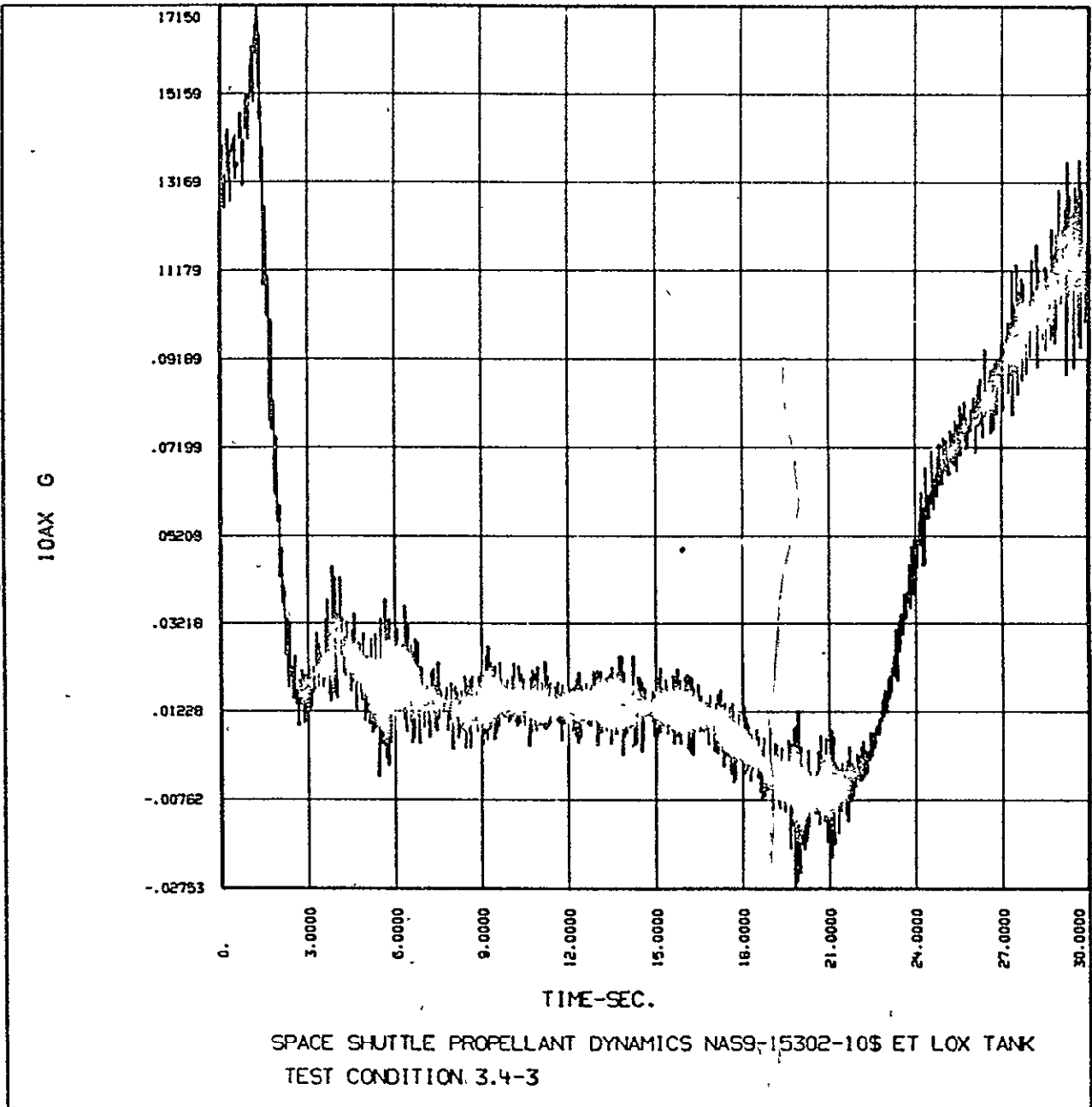
A-240



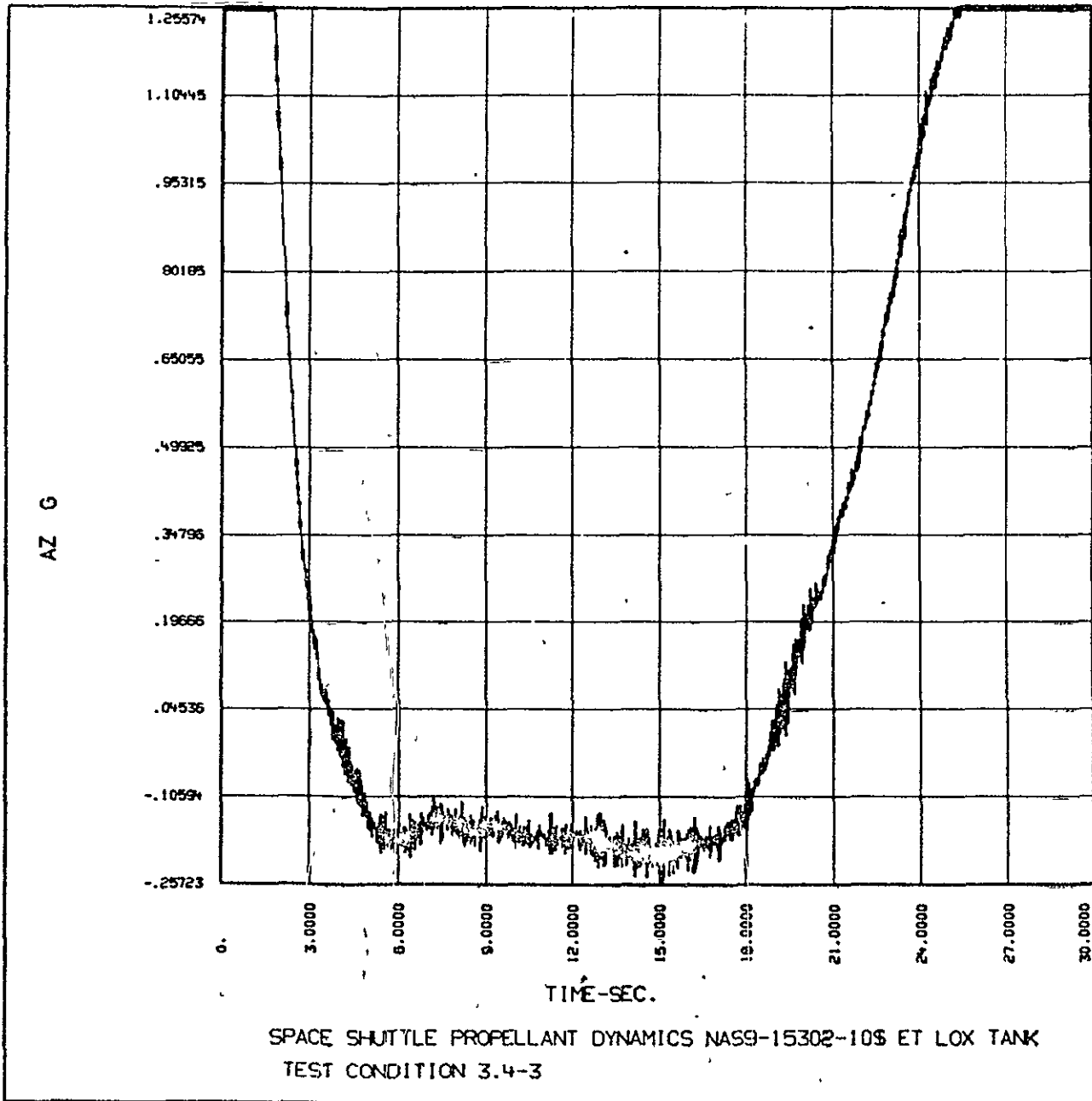
A-241

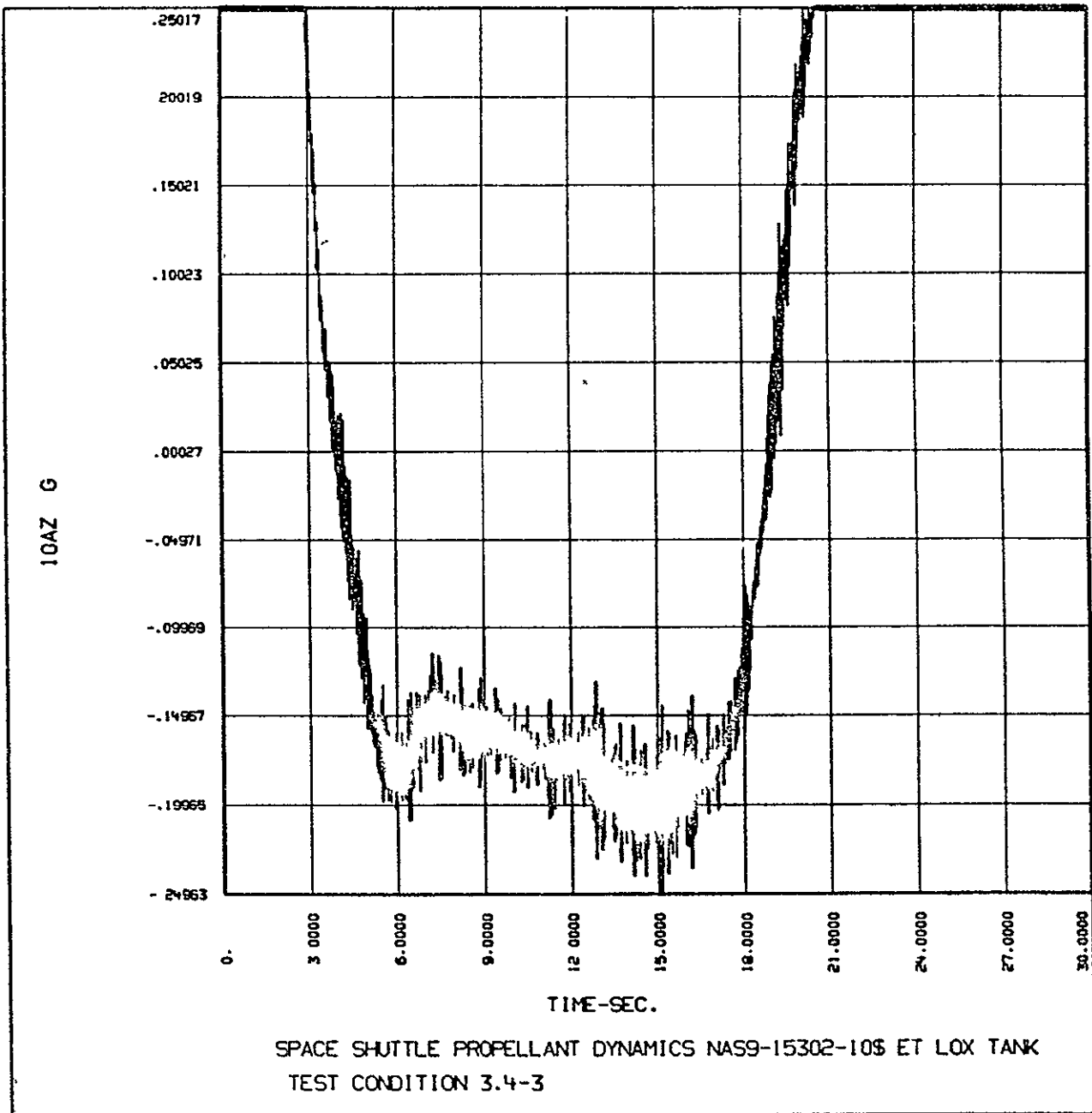




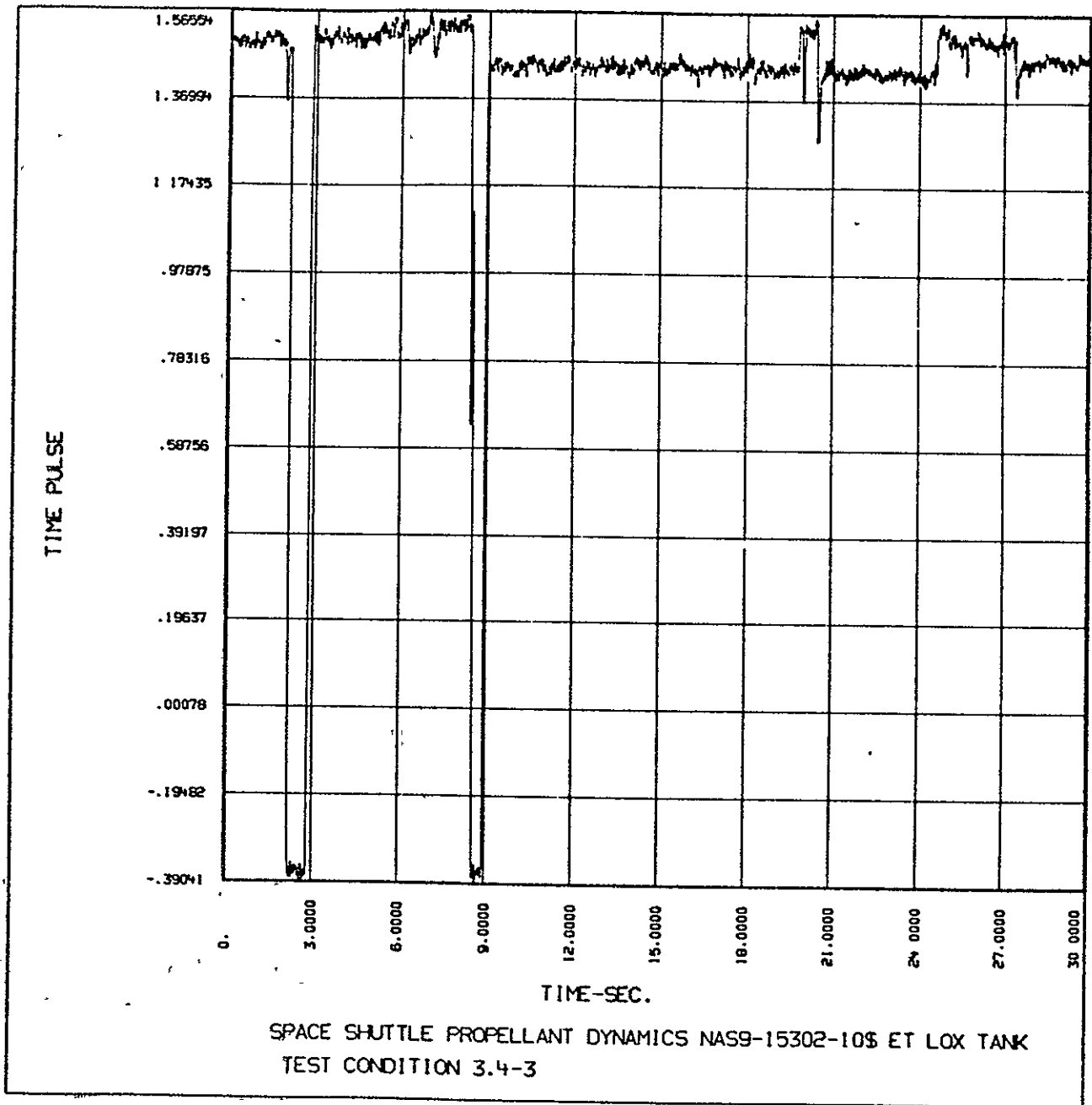


A-244

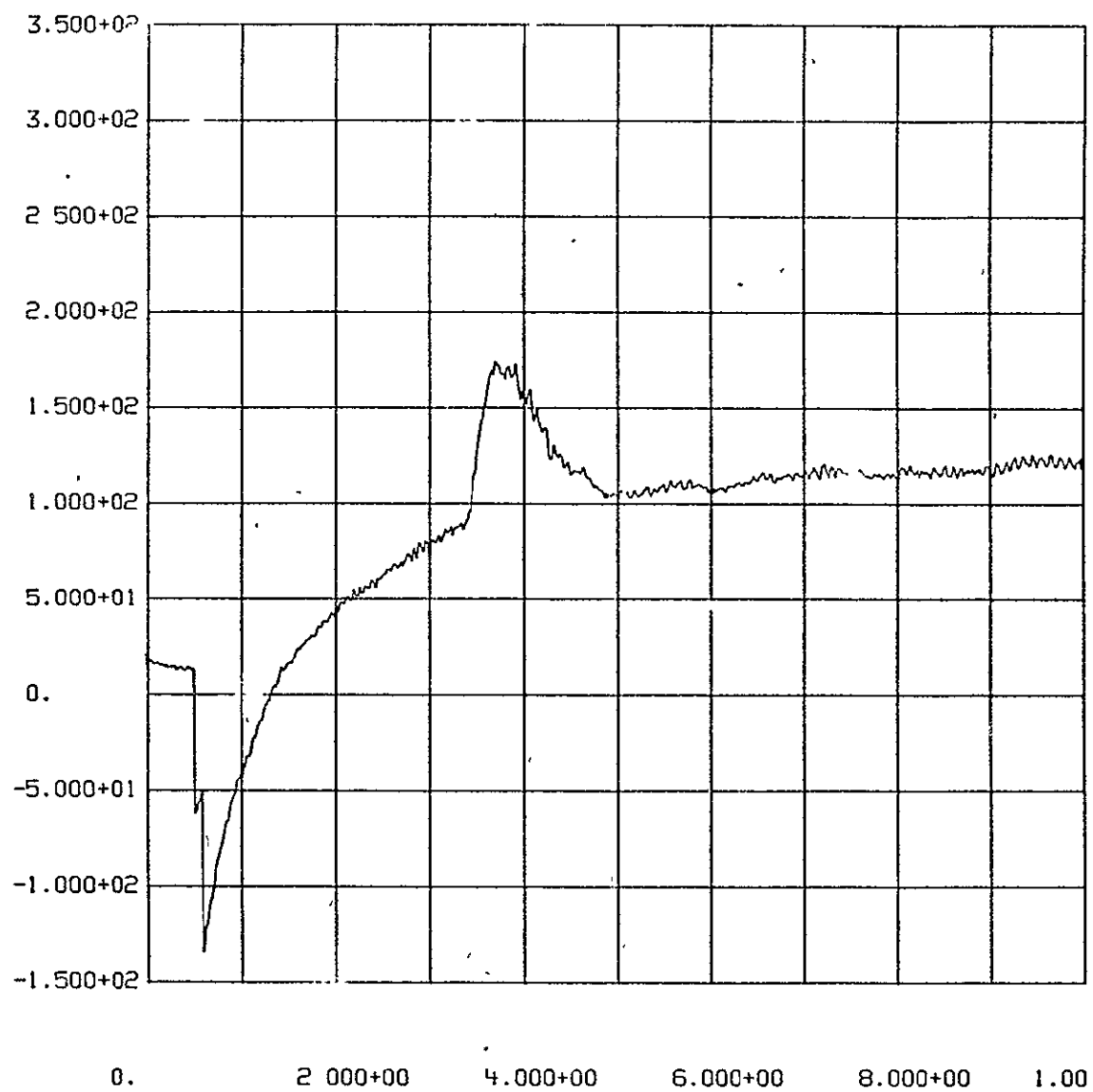




A-246



A-247



Z-LOAD

VS

TIME

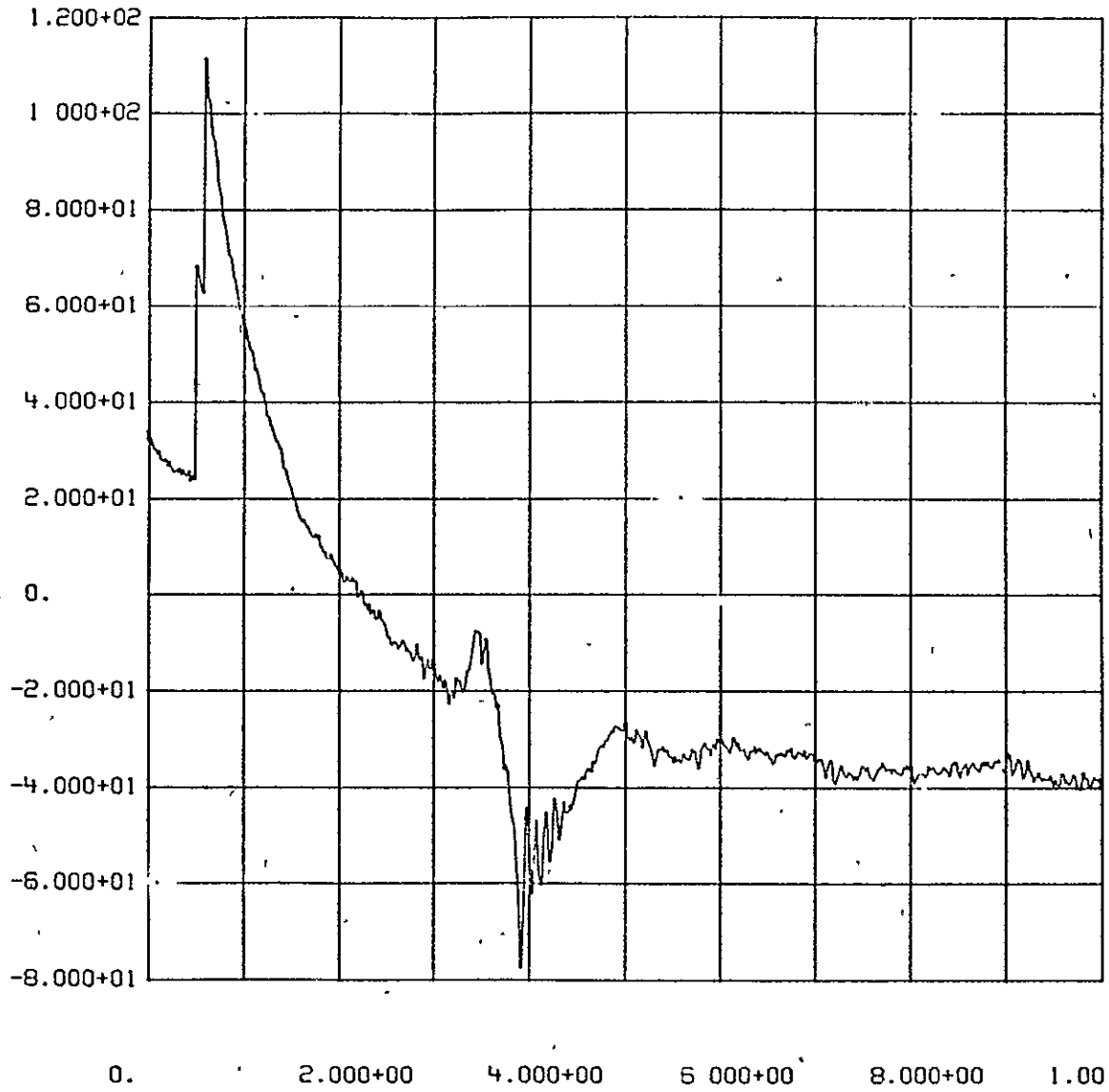
1

FLT 3

07NO78

FLIGHT 3 TEST CONDITION 3.4-3 * UNFLT *

A-248



Y-LOAD

VS

TIME

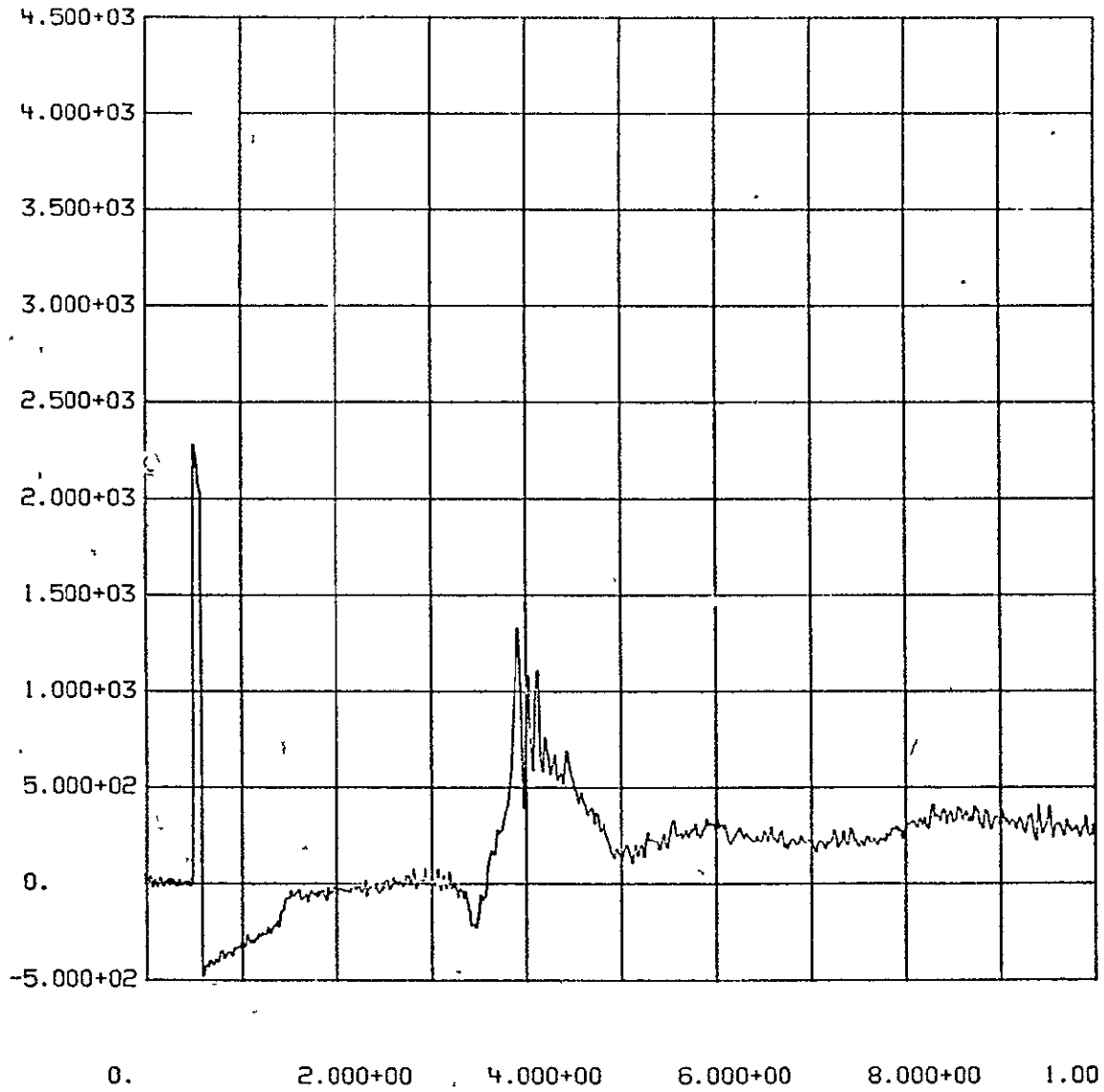
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.4-3 * UNFILT *

A-249



MOMENT

VS

TIME

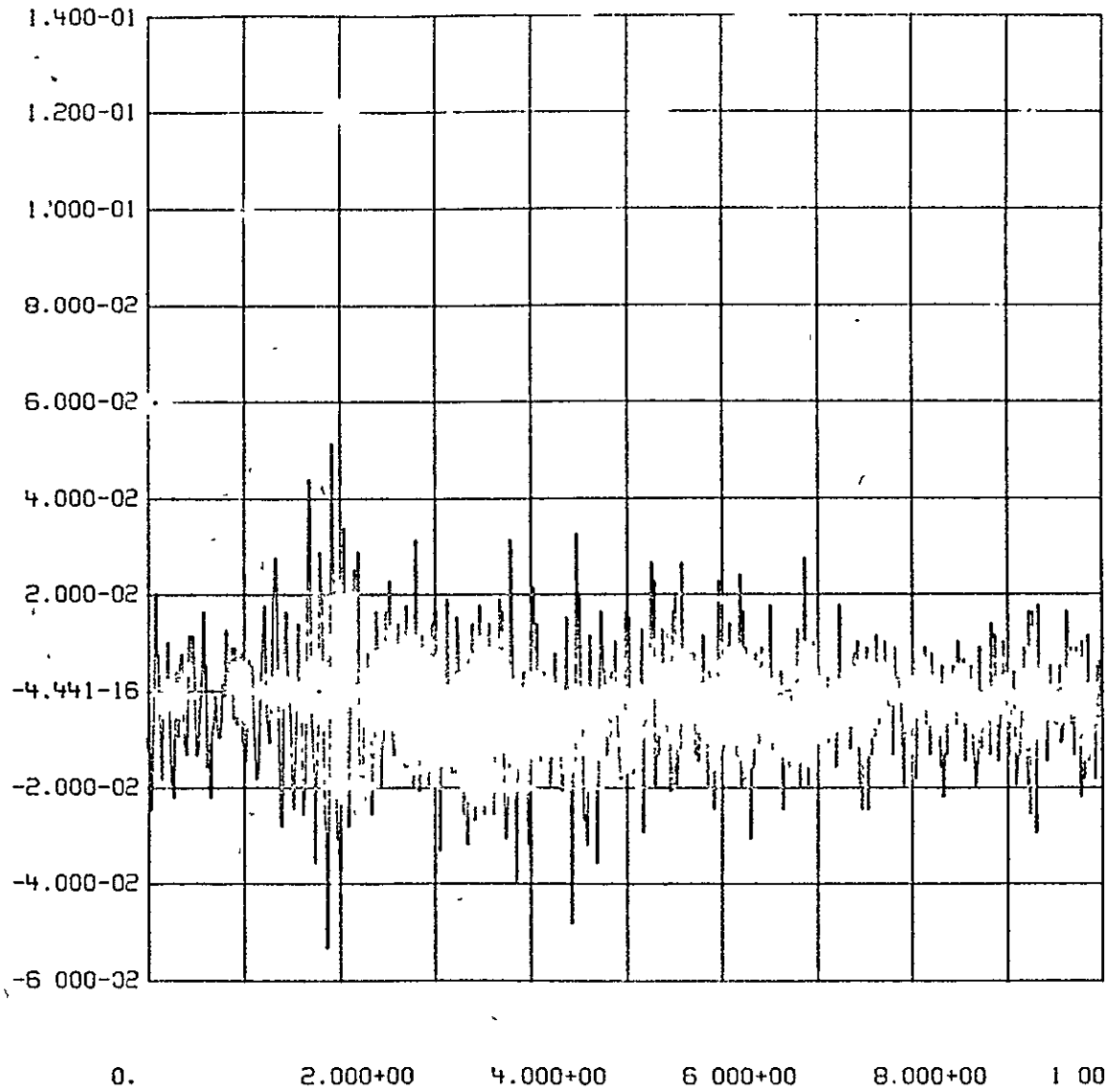
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.4-3 * UNFILT *

A-250



AC YAC

VS

TIME

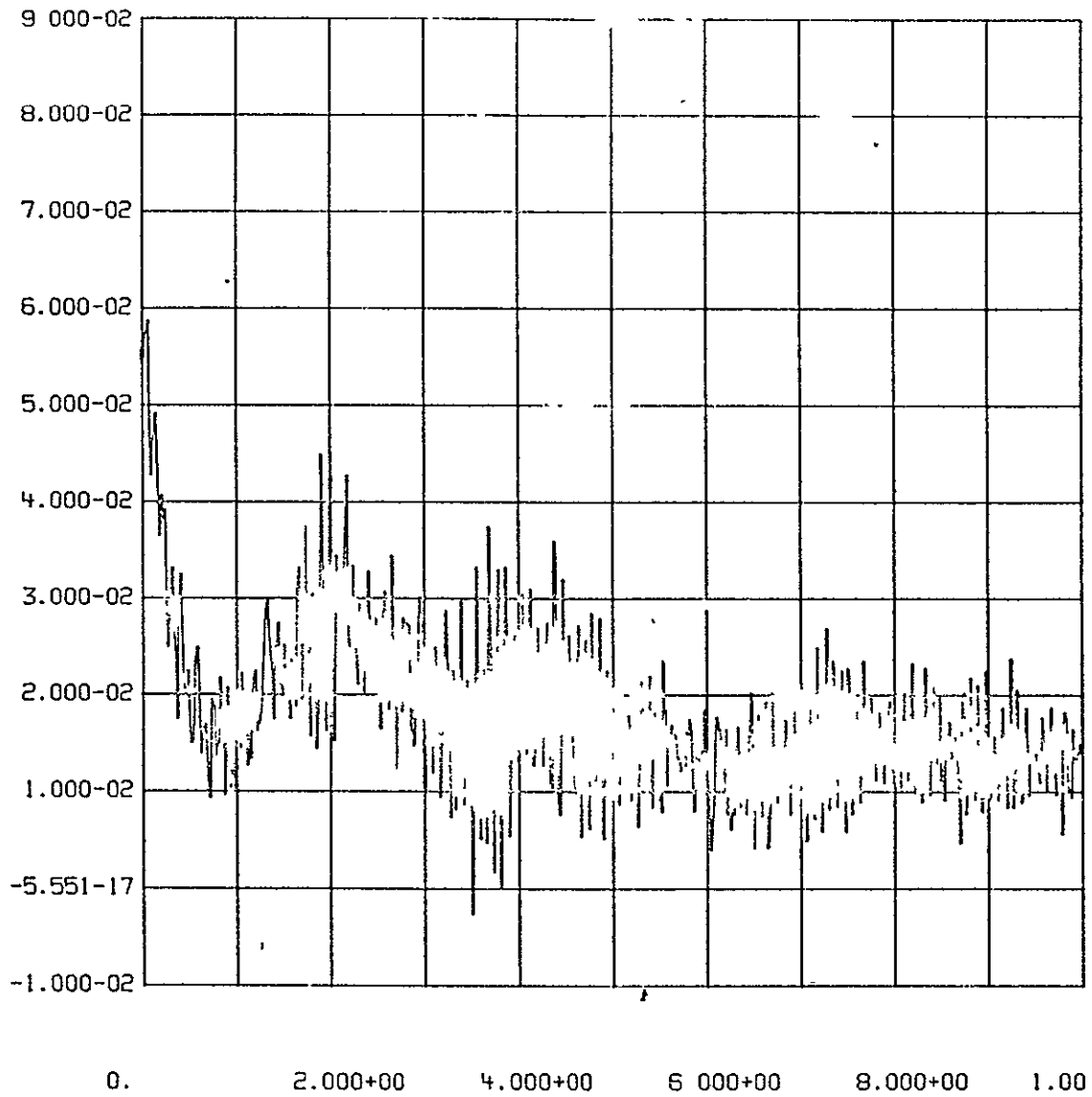
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.4-3 * UNFILT *

A-251



AC XAC

VS

TIME

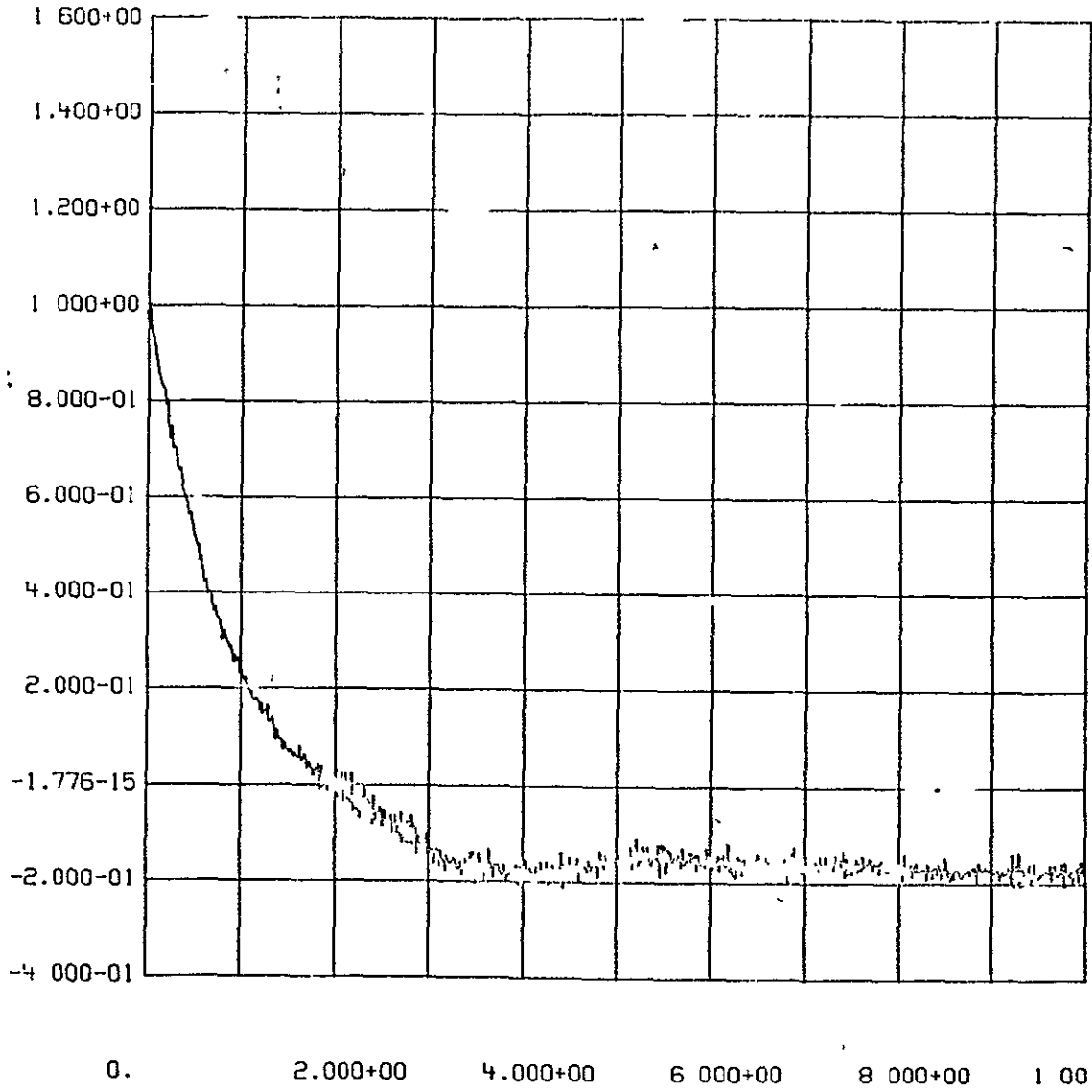
1

FLT 3

07NO78

FLIGHT 3 TEST CONDITION 3.4-3 * UNFLT *

A-252



AC ZAC

VS

TIME

1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.4-3 * UNFLT *

Test Data Condition 3.5-3

Baffles

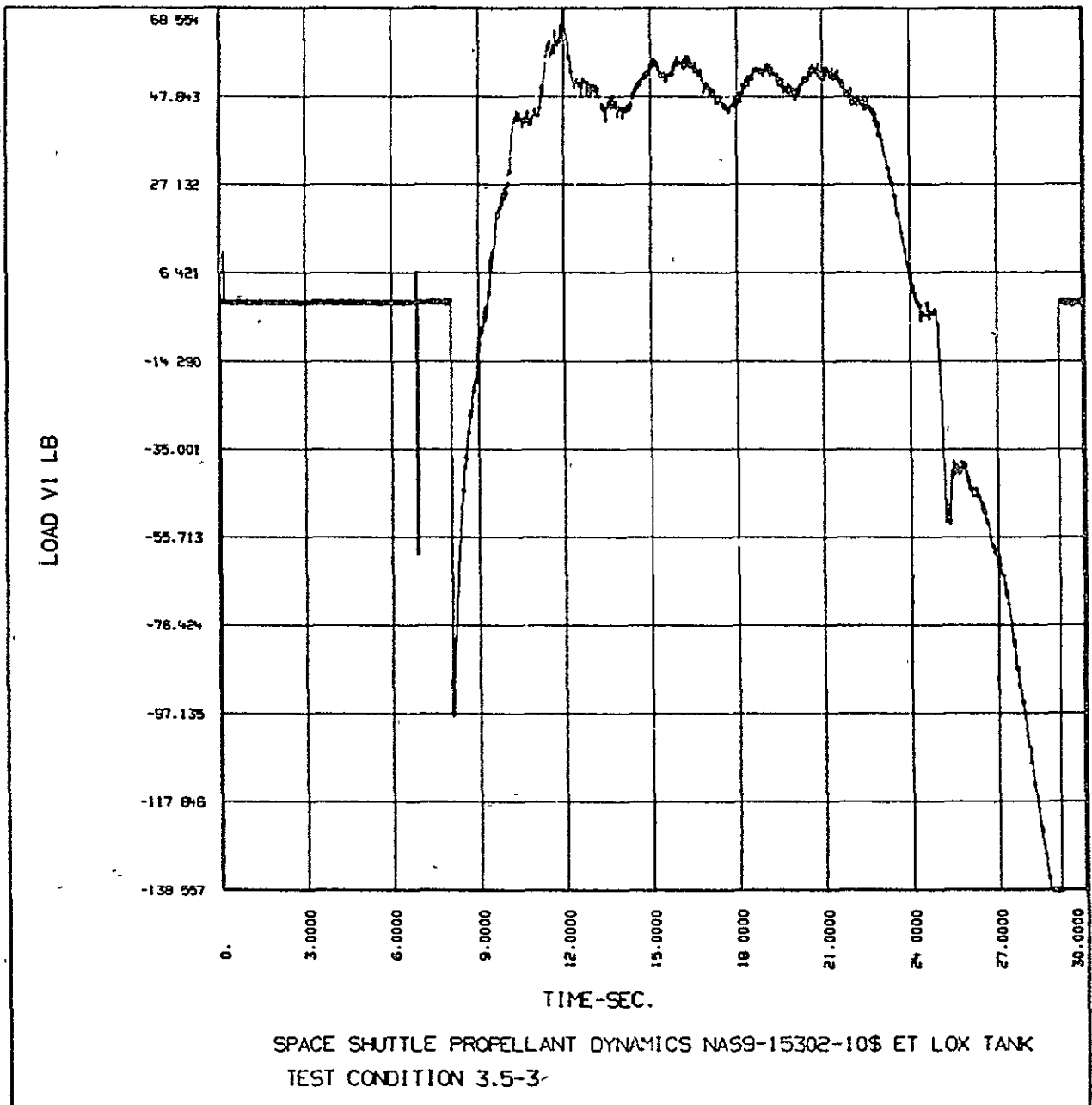
Test Fluid – FC 113

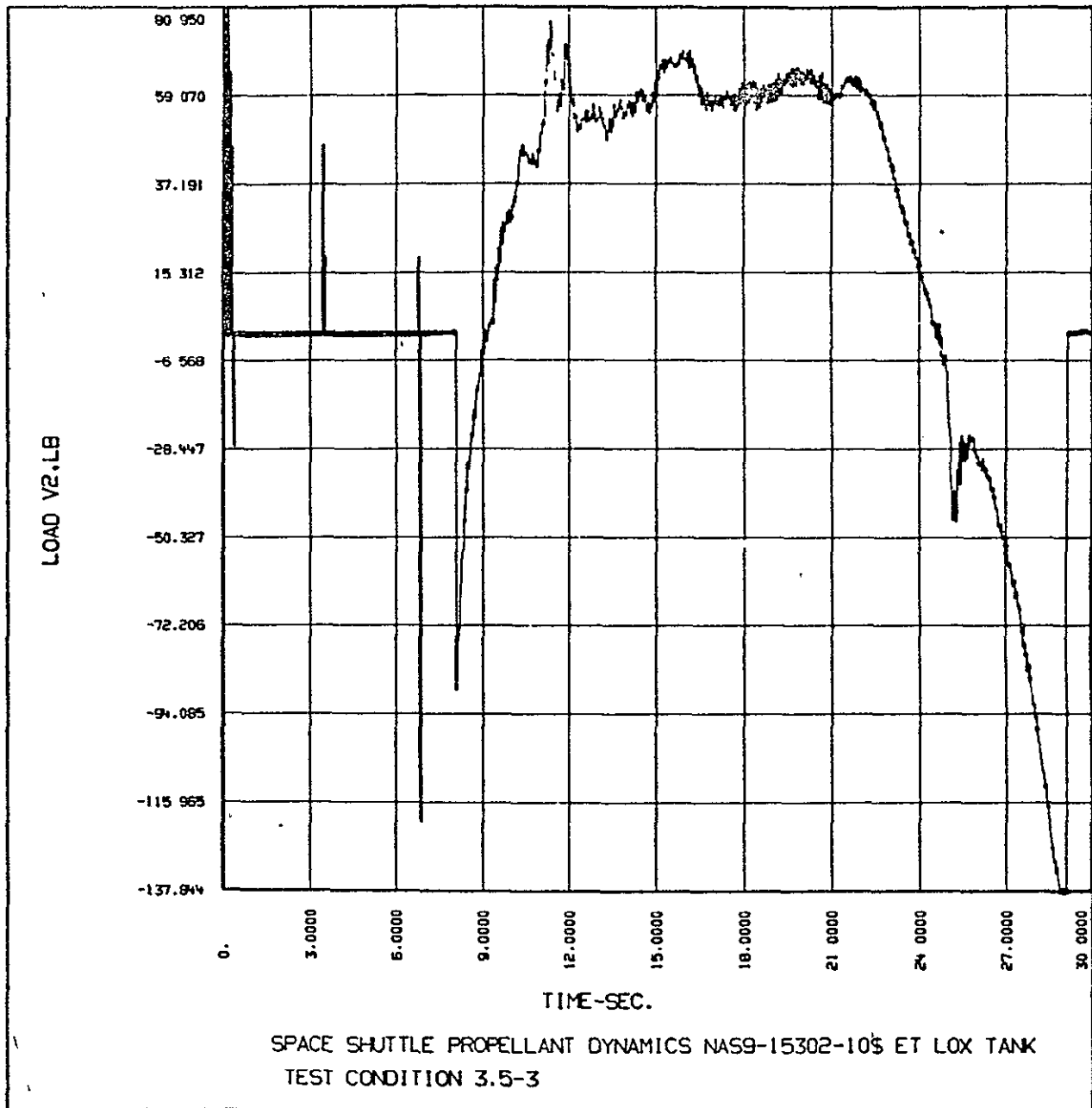
orientation – 0°

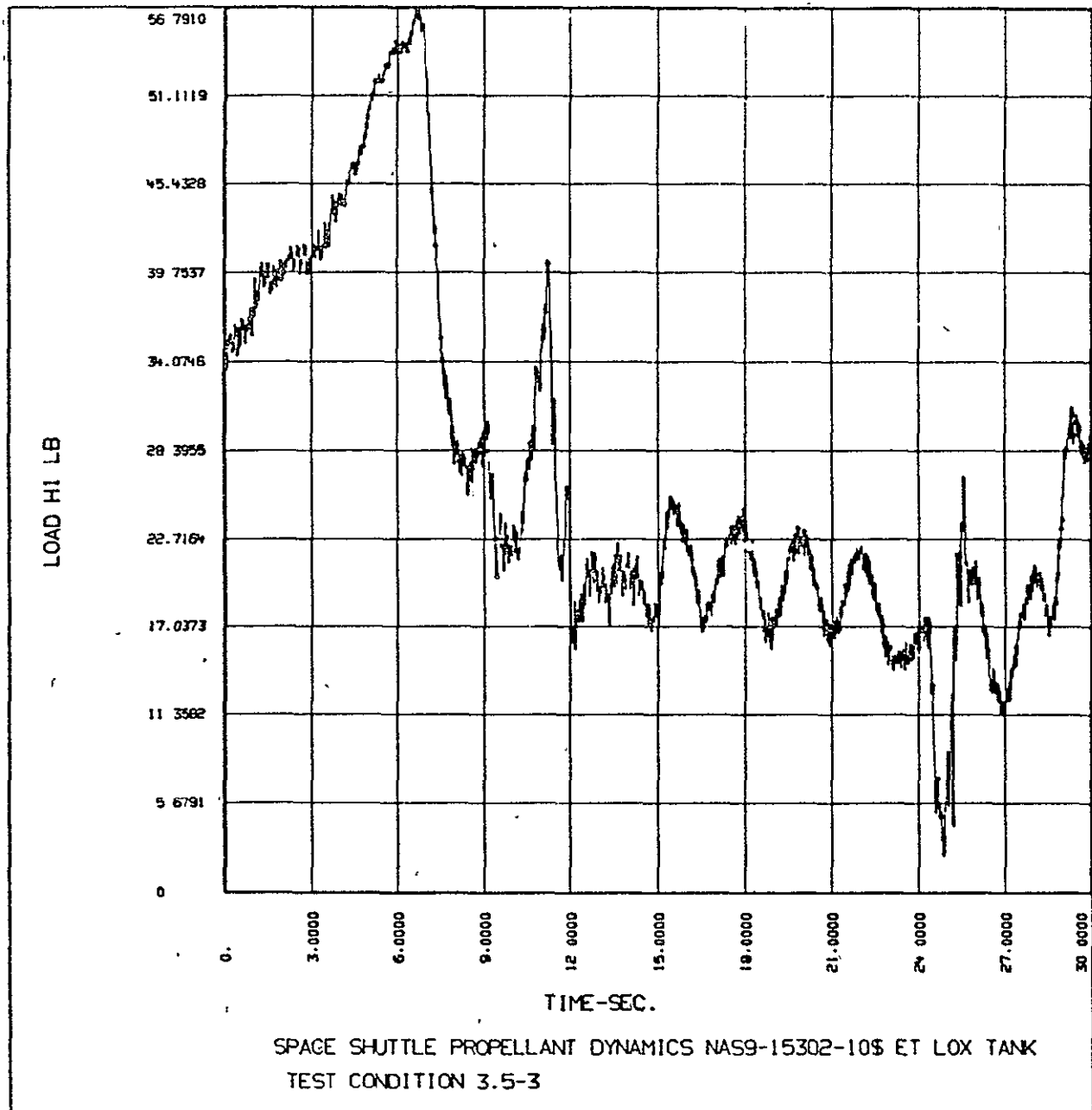
Fill Volume – 10%

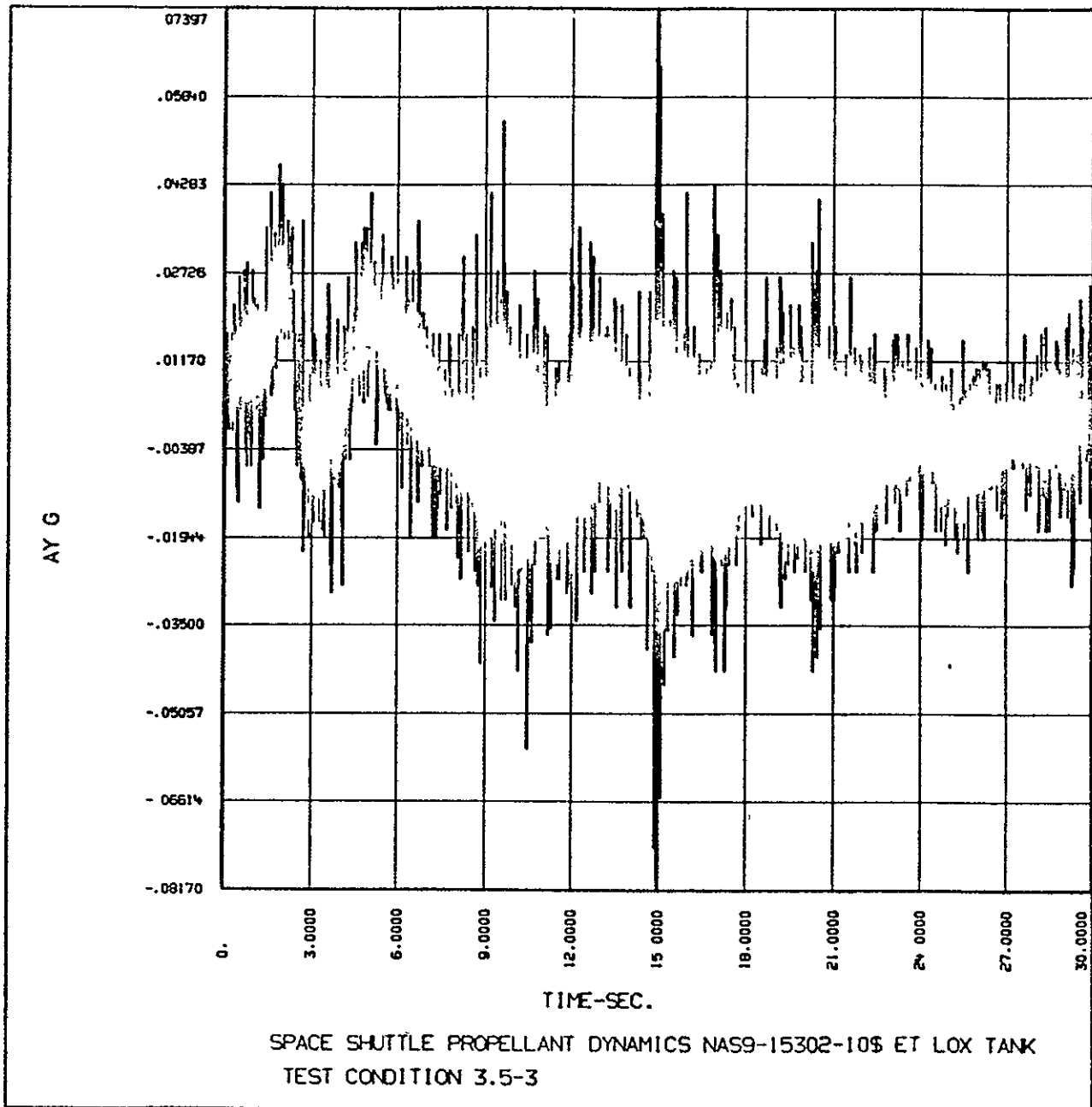
Target Acceleration—0.2 g

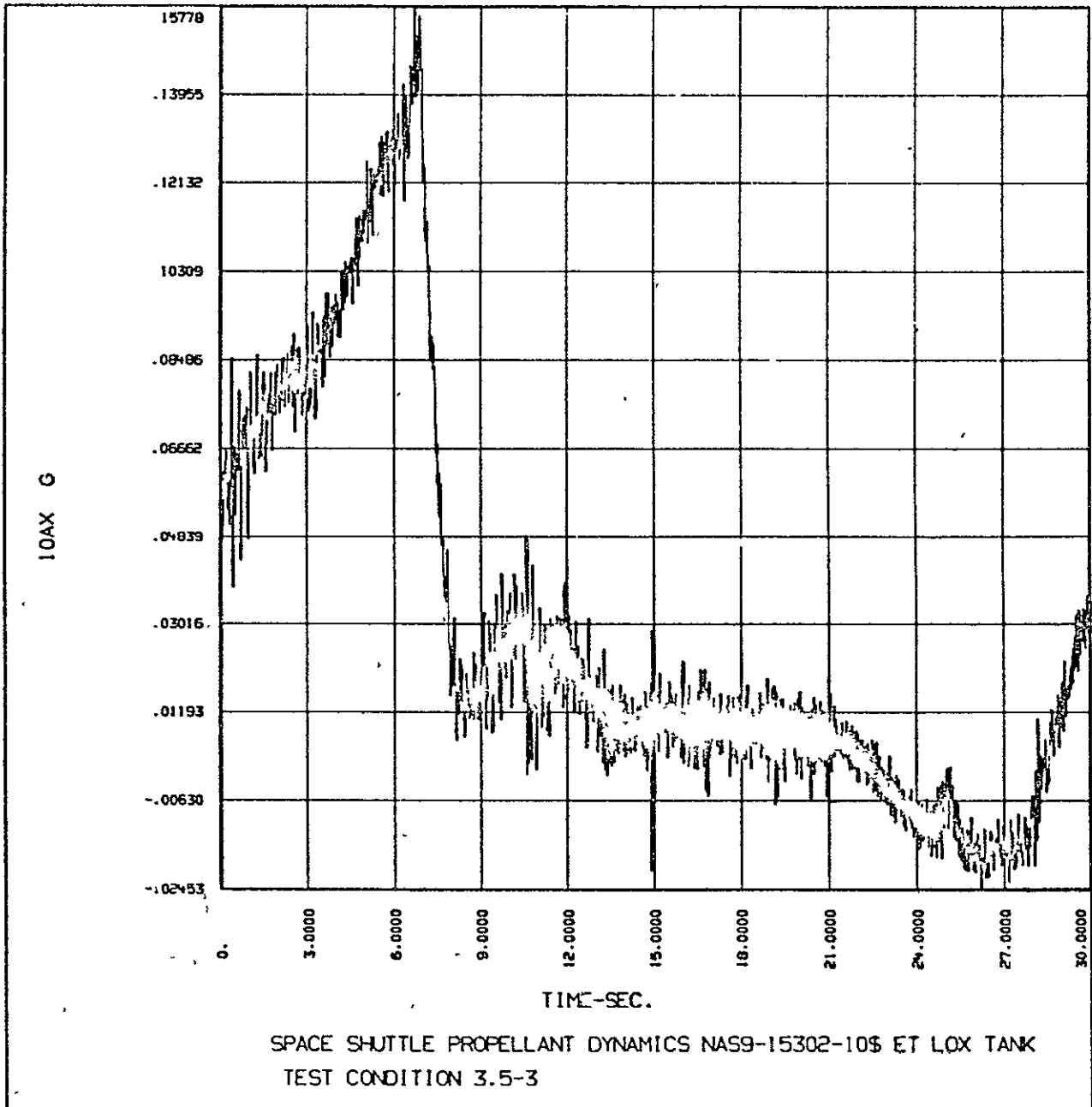
A-253

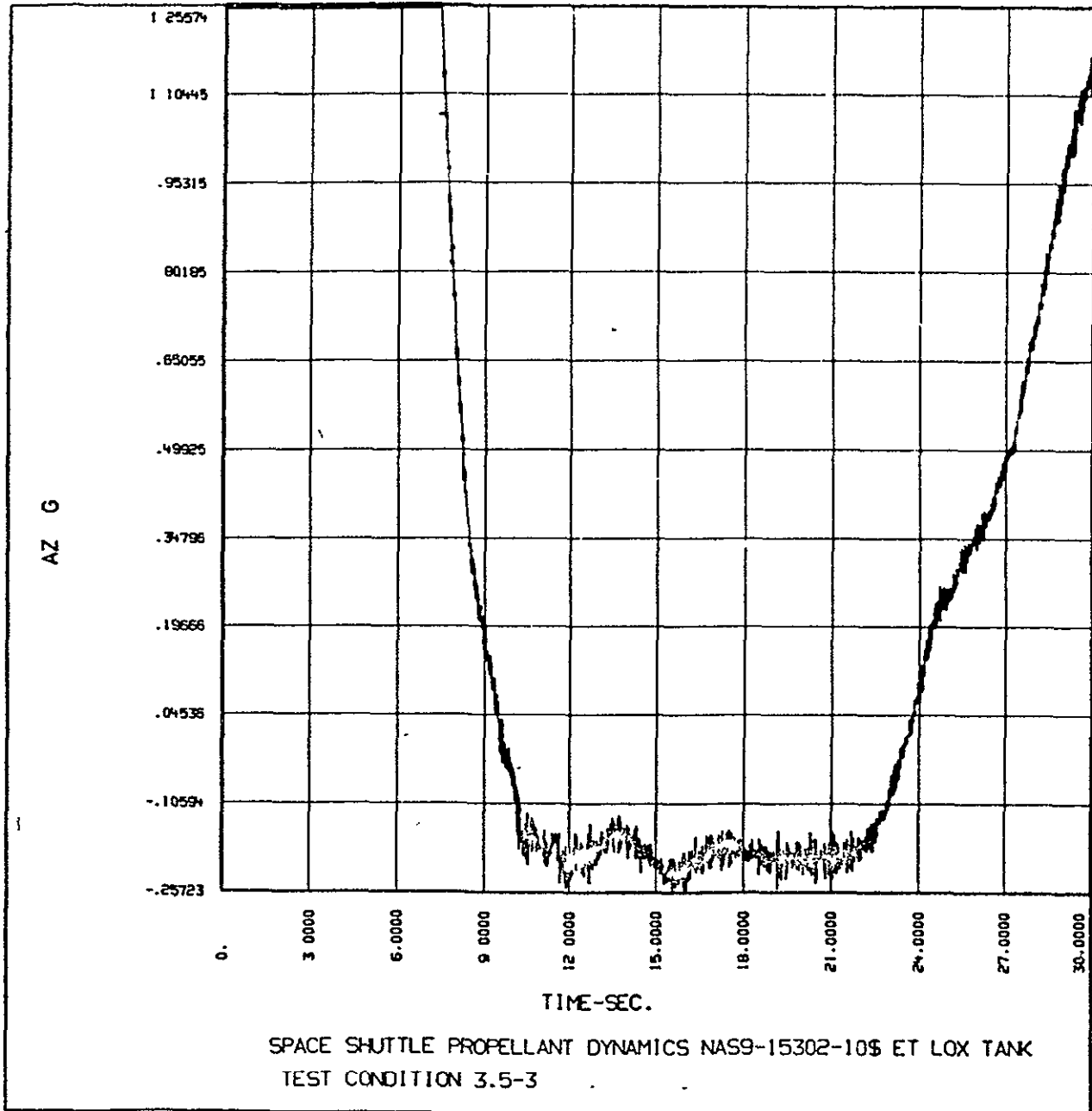


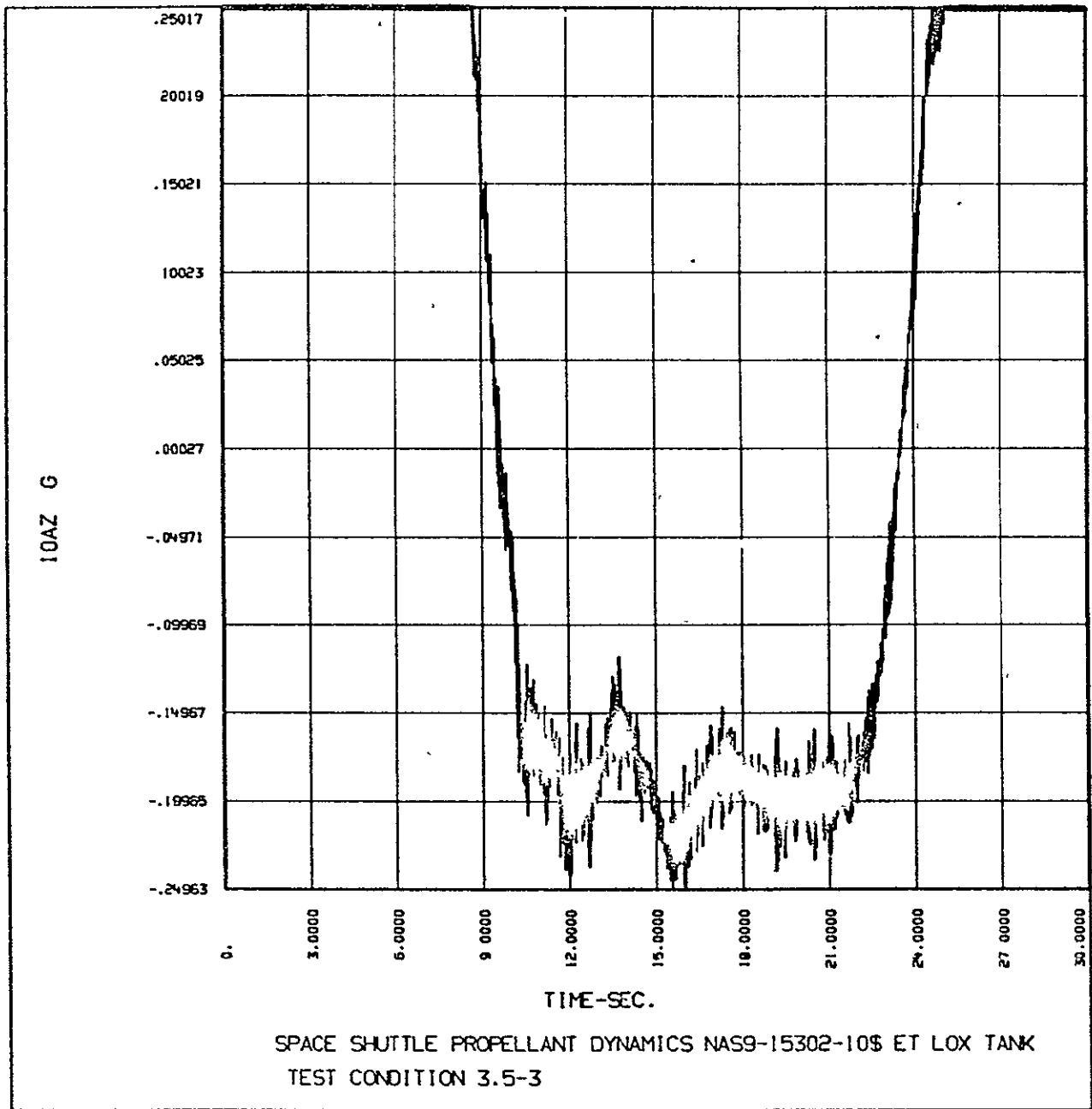




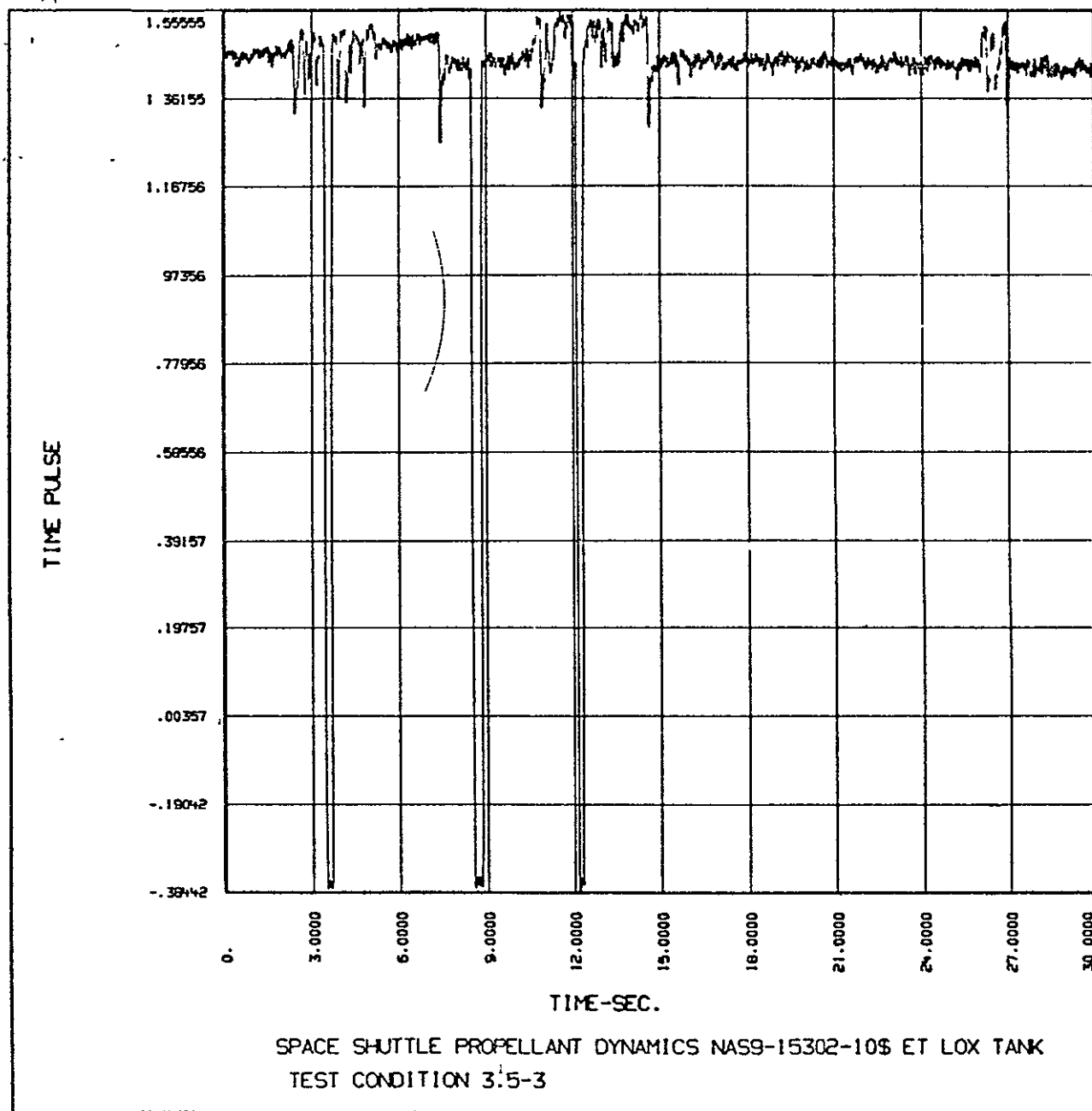




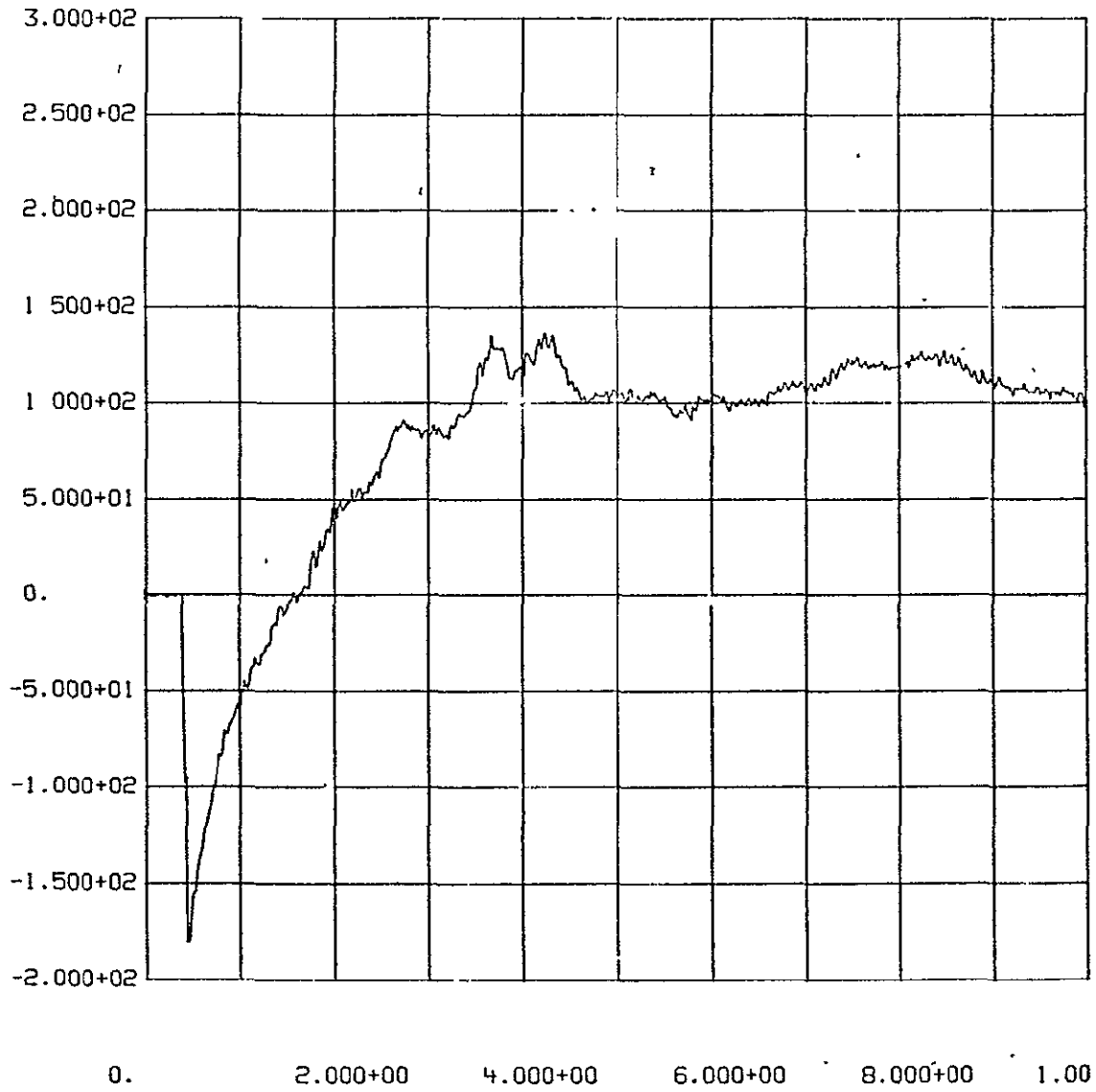




A-260



A-261



Z-LOAD

VS

TIME

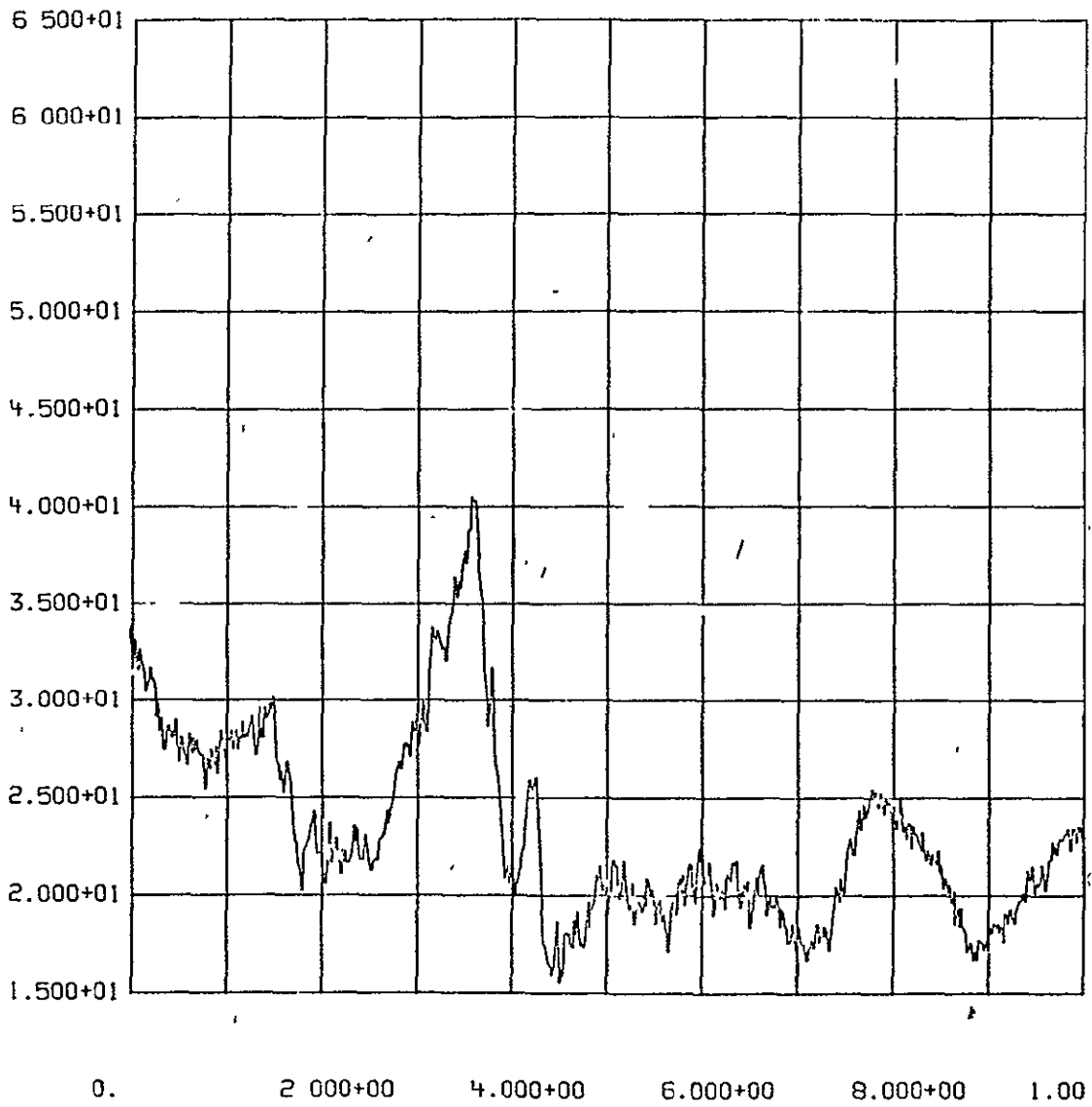
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3 5-3 * UNFILT *

A-262



Y-LOAD

VS

TIME

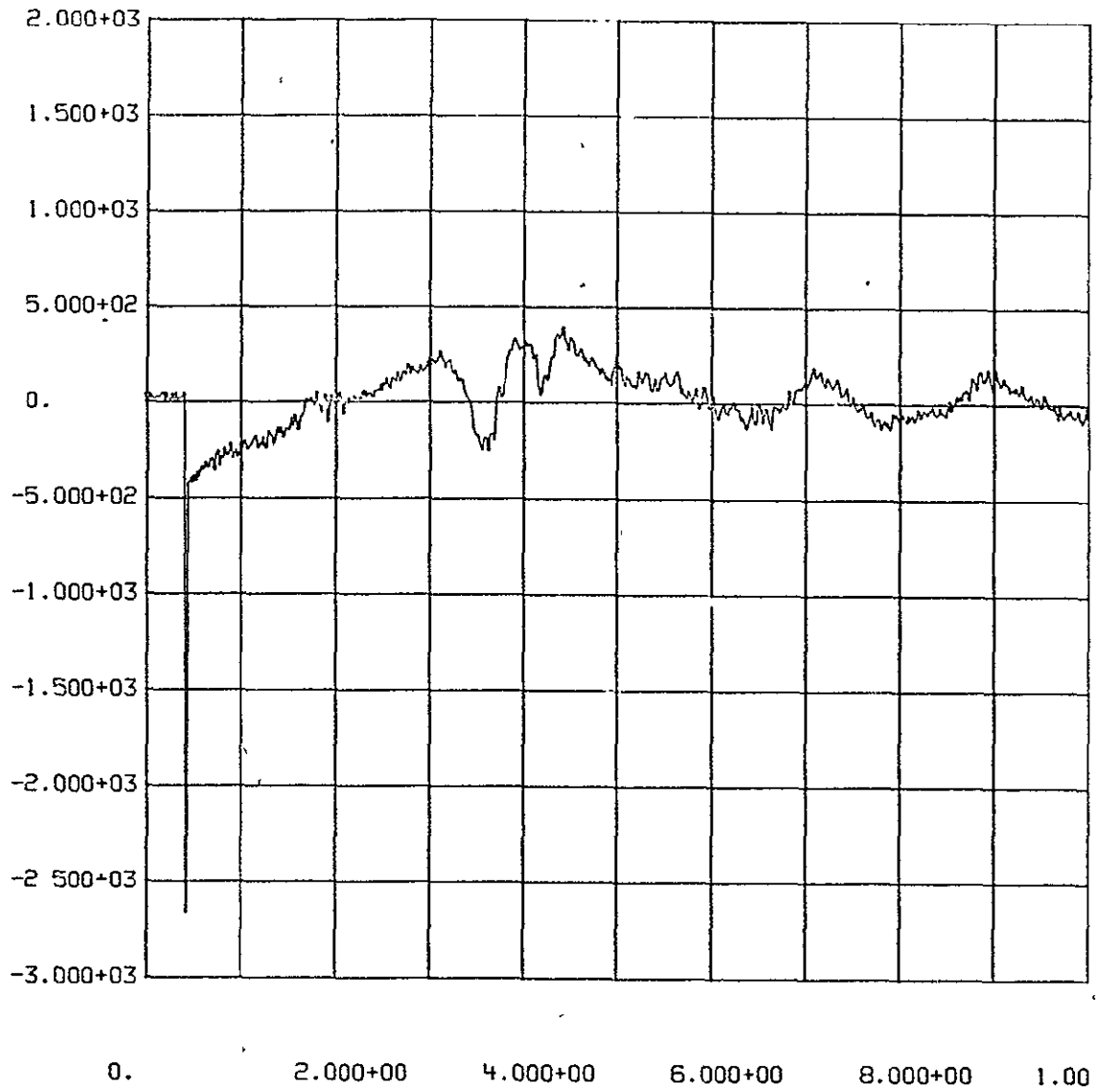
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3 5-3 * UNFILT *

A-263



MOMENT

VS

TIME

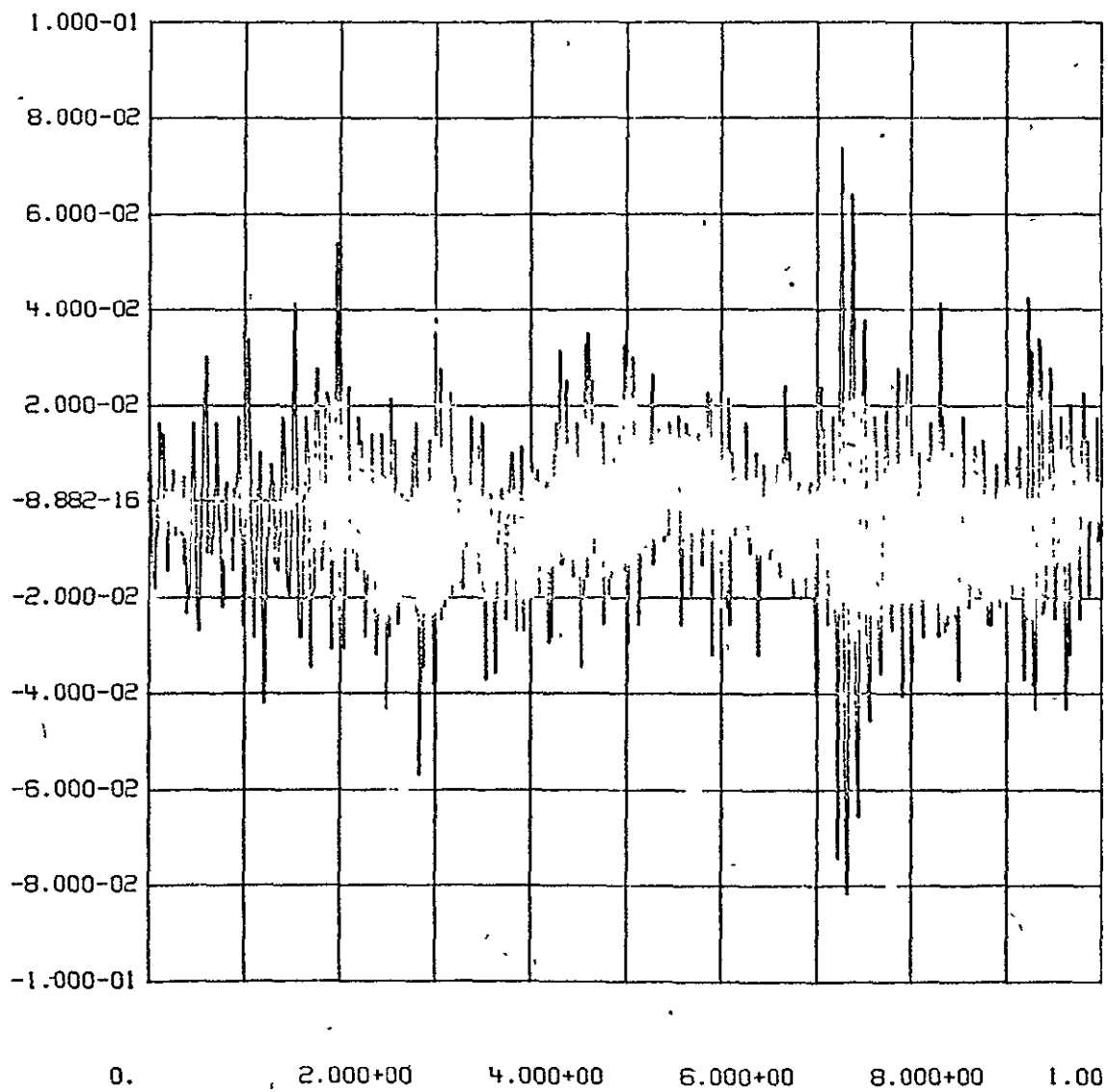
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.5-3 * UNFILT *

A-264



AC YAC

VS

TIME

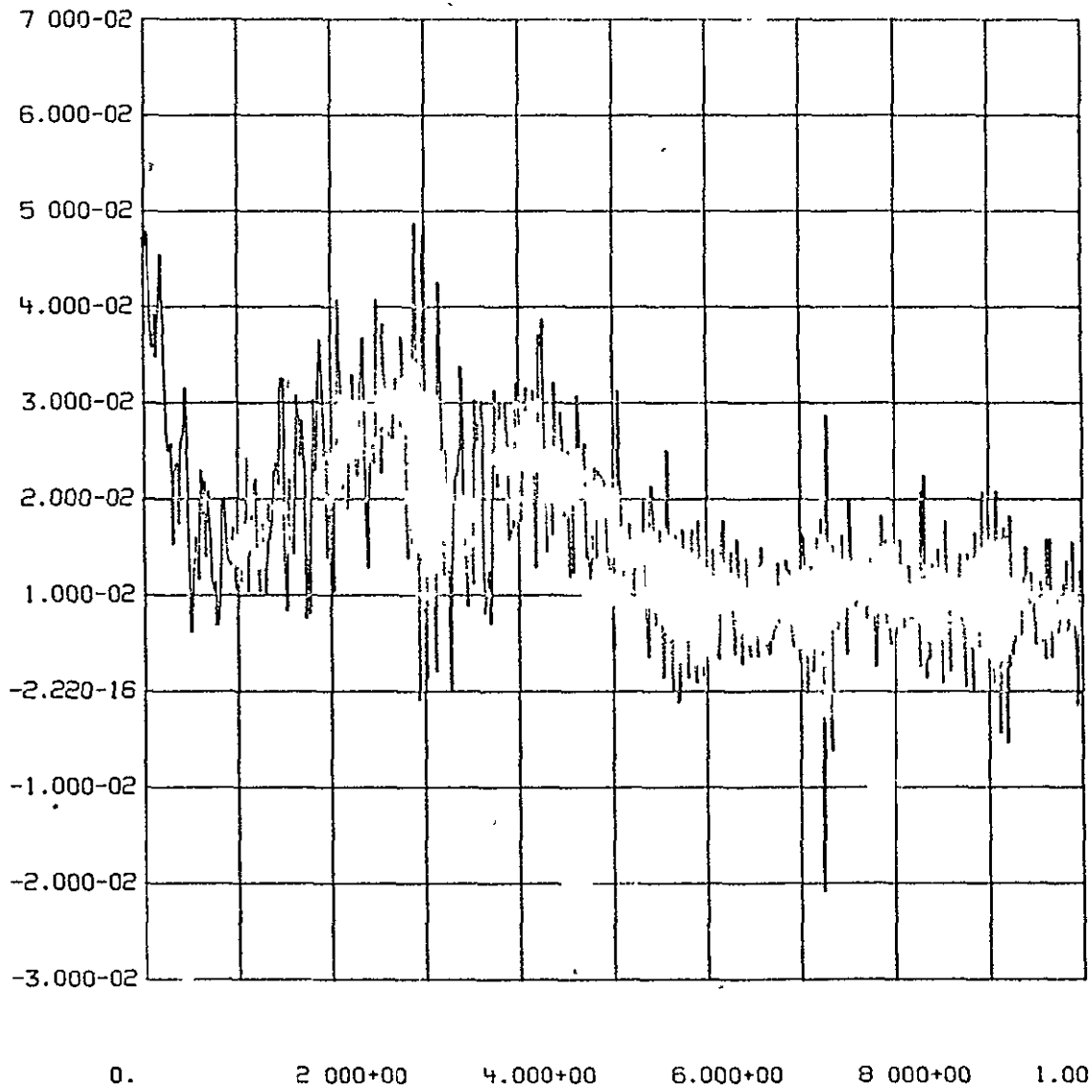
1

FLT 3

07N078

FLIGHT 3 TEST CCNDITION 3 5-3 * UNFILT *

A-265



AC XAC

VS

TIME

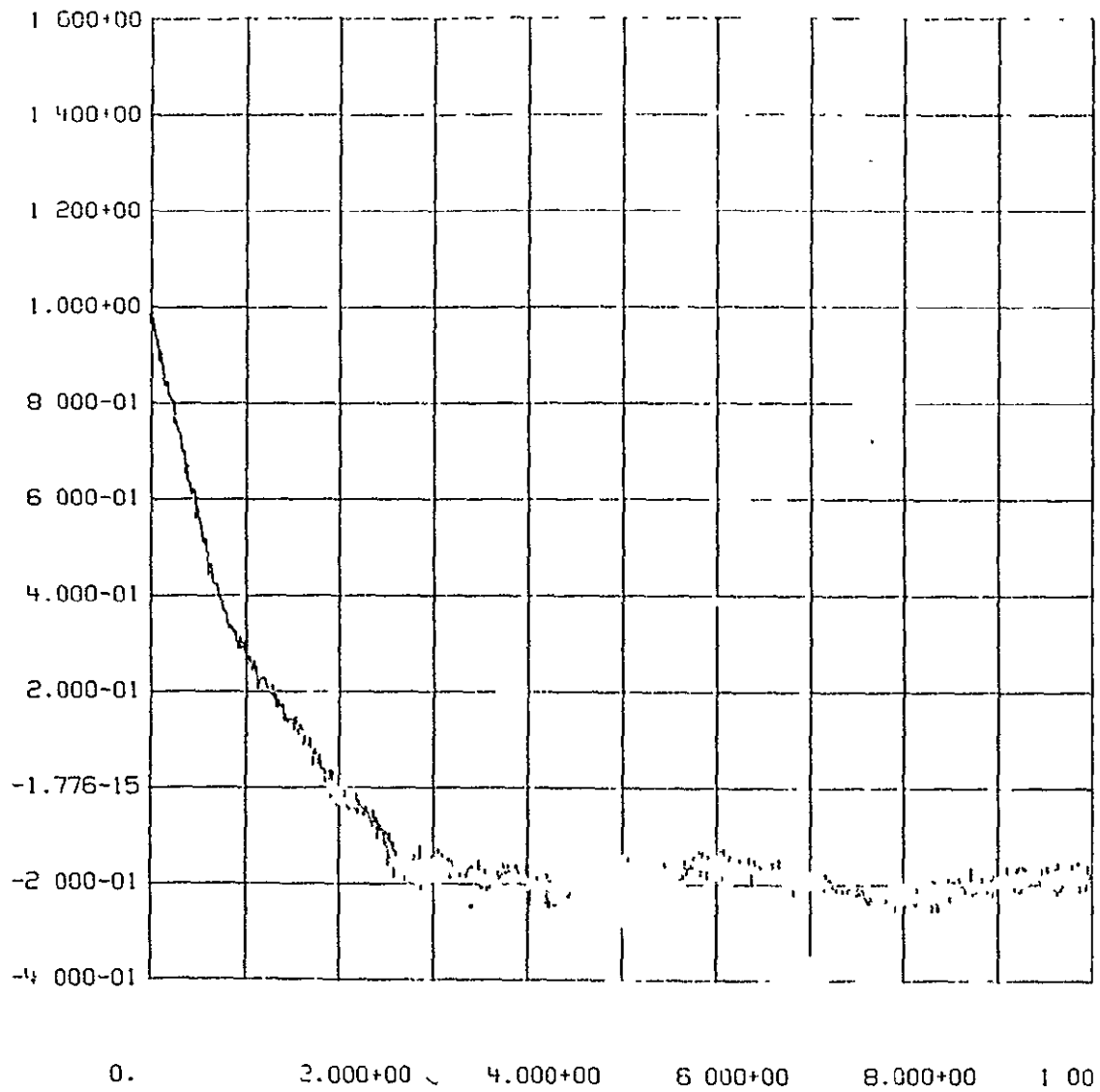
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.5-3 * UNFILT *

A-266



AC ZAC

VS

TIME

1

FLT 3

0/NO78

FLIGHT 3 TEST CONDITION 3.5 3 * UN-ILT *

Test Data Condition 3.6-2

Baffles

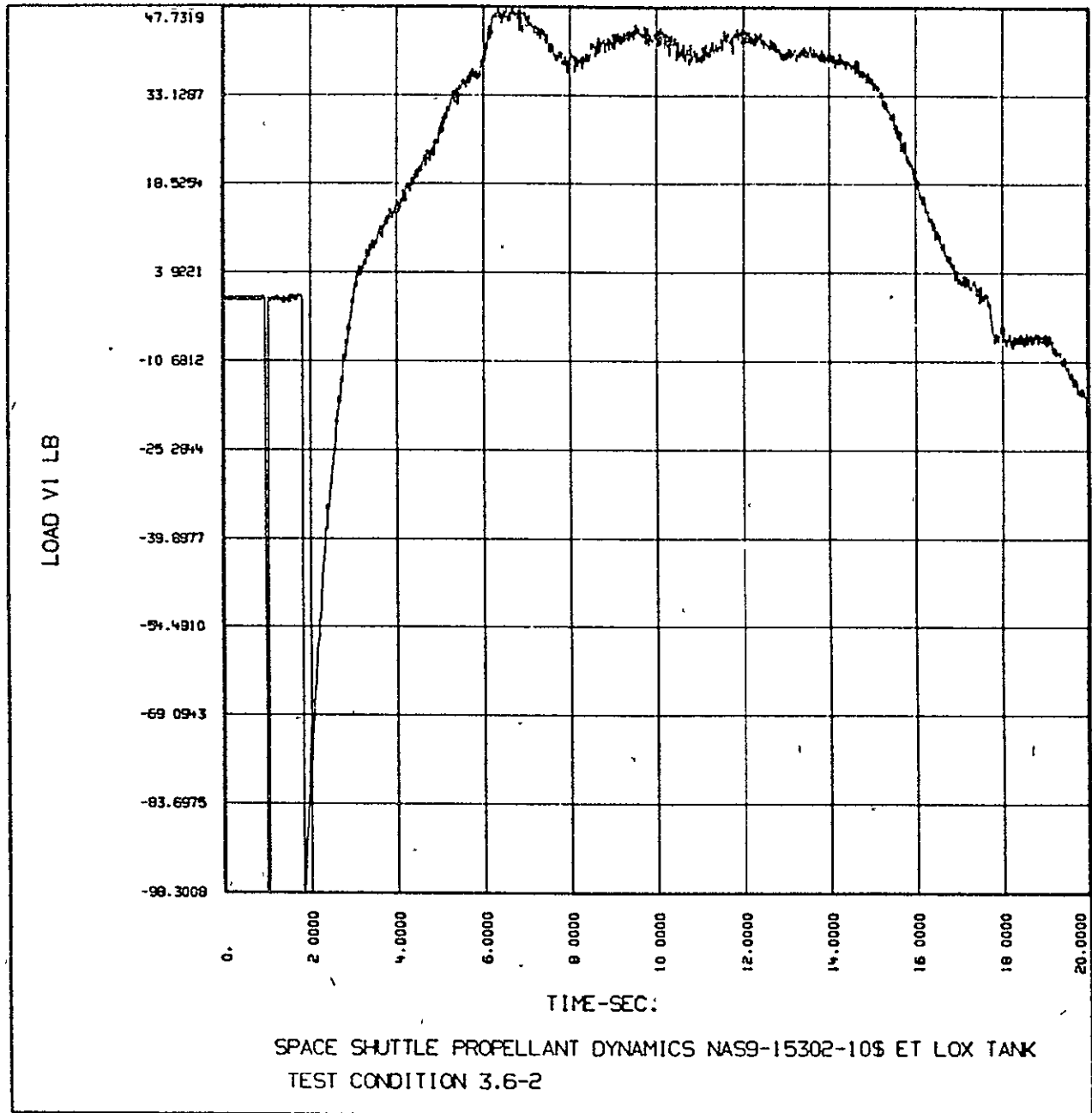
Test Fluid – FC 113

Orientation – 0°

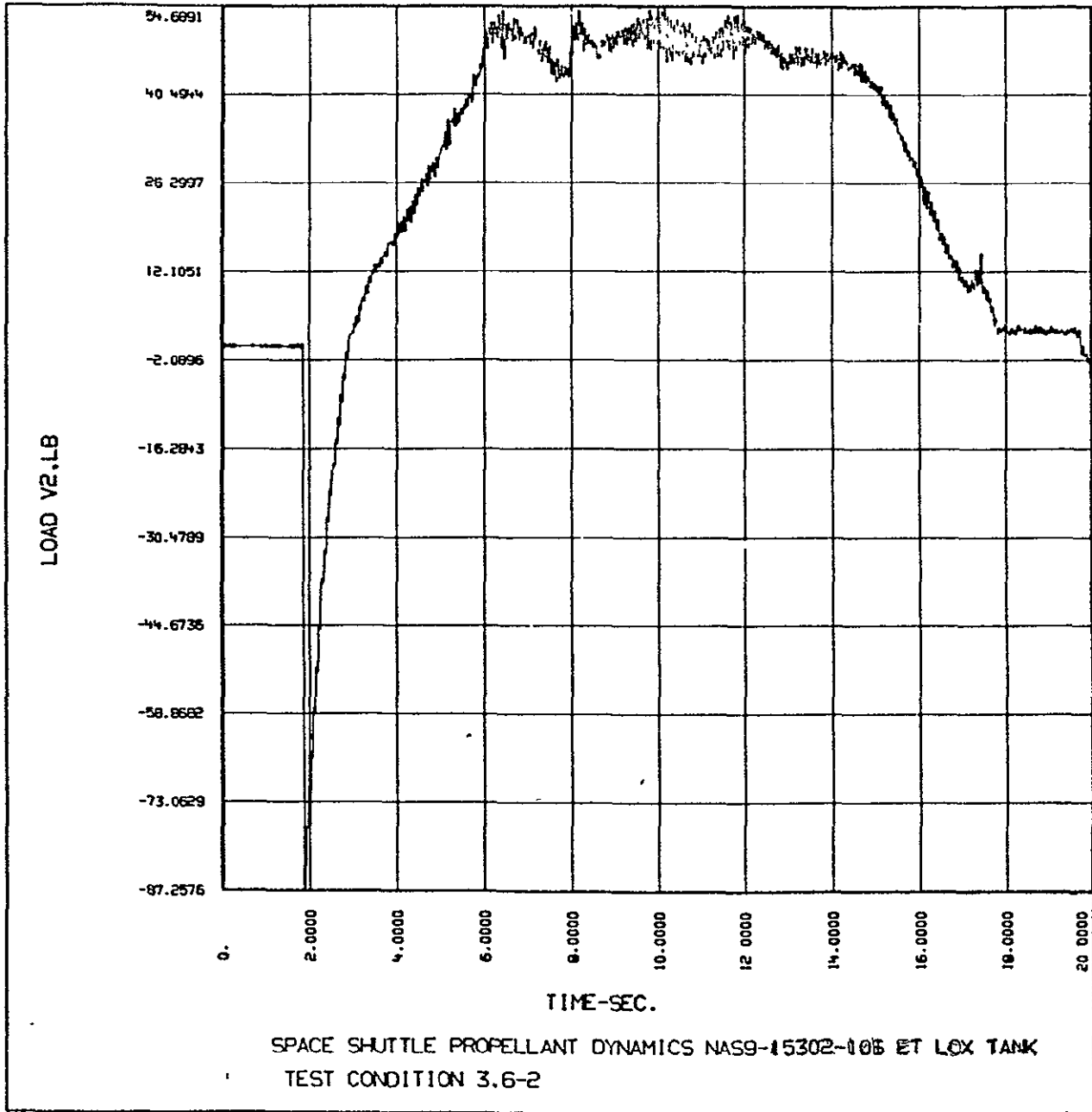
Fill Volume – 5%

Target Acceleration – 0.2 g

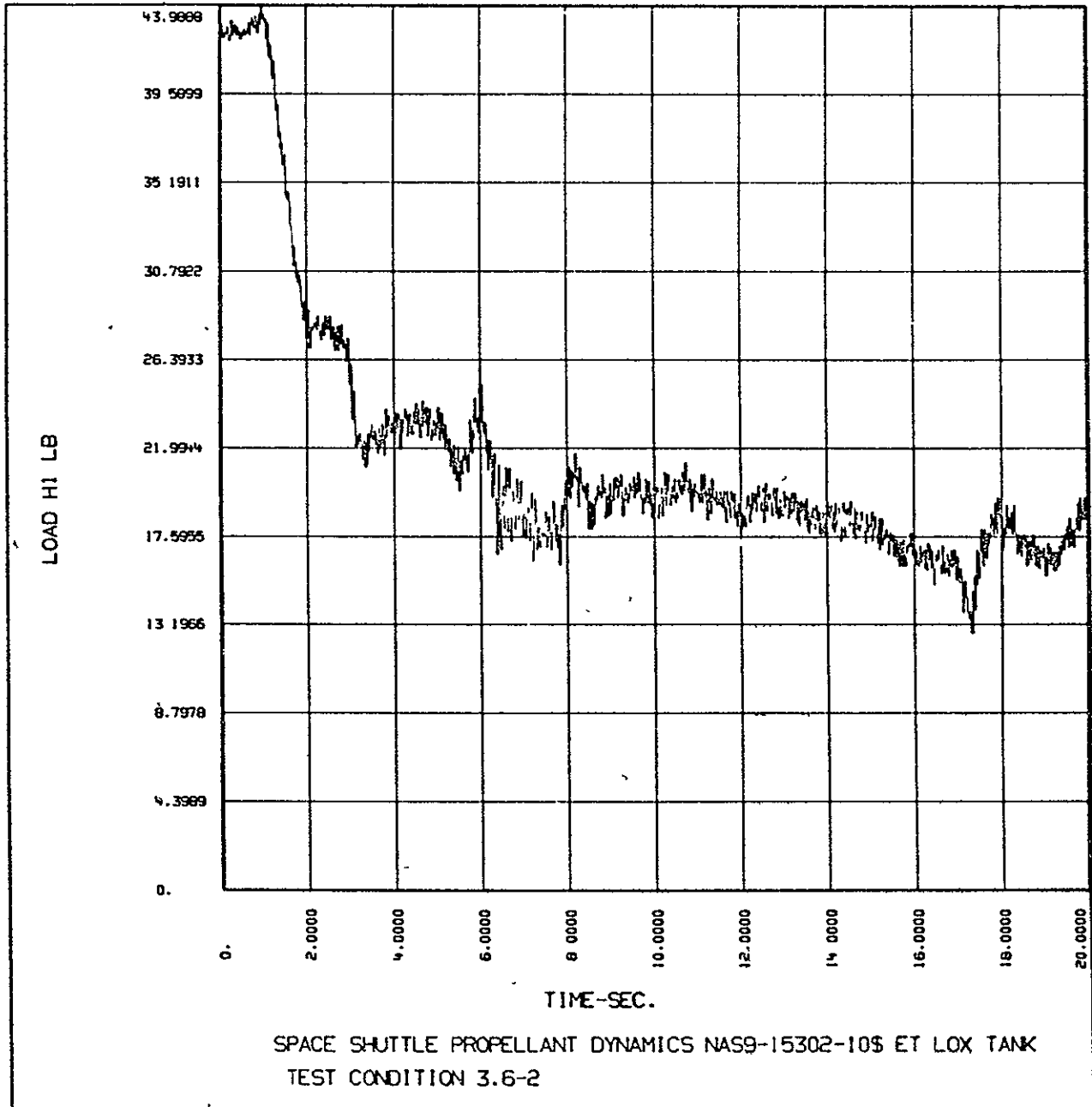
A-267

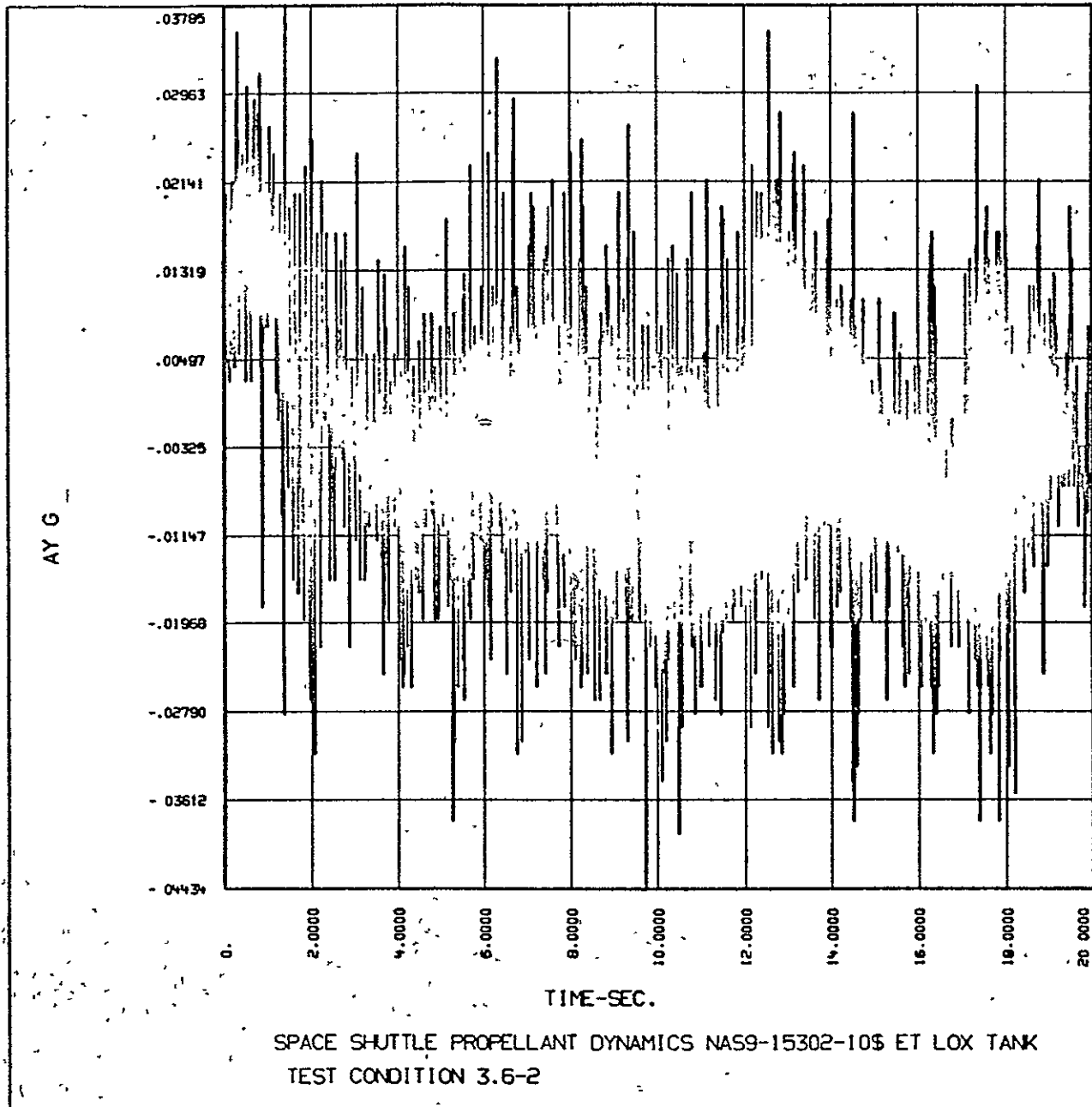


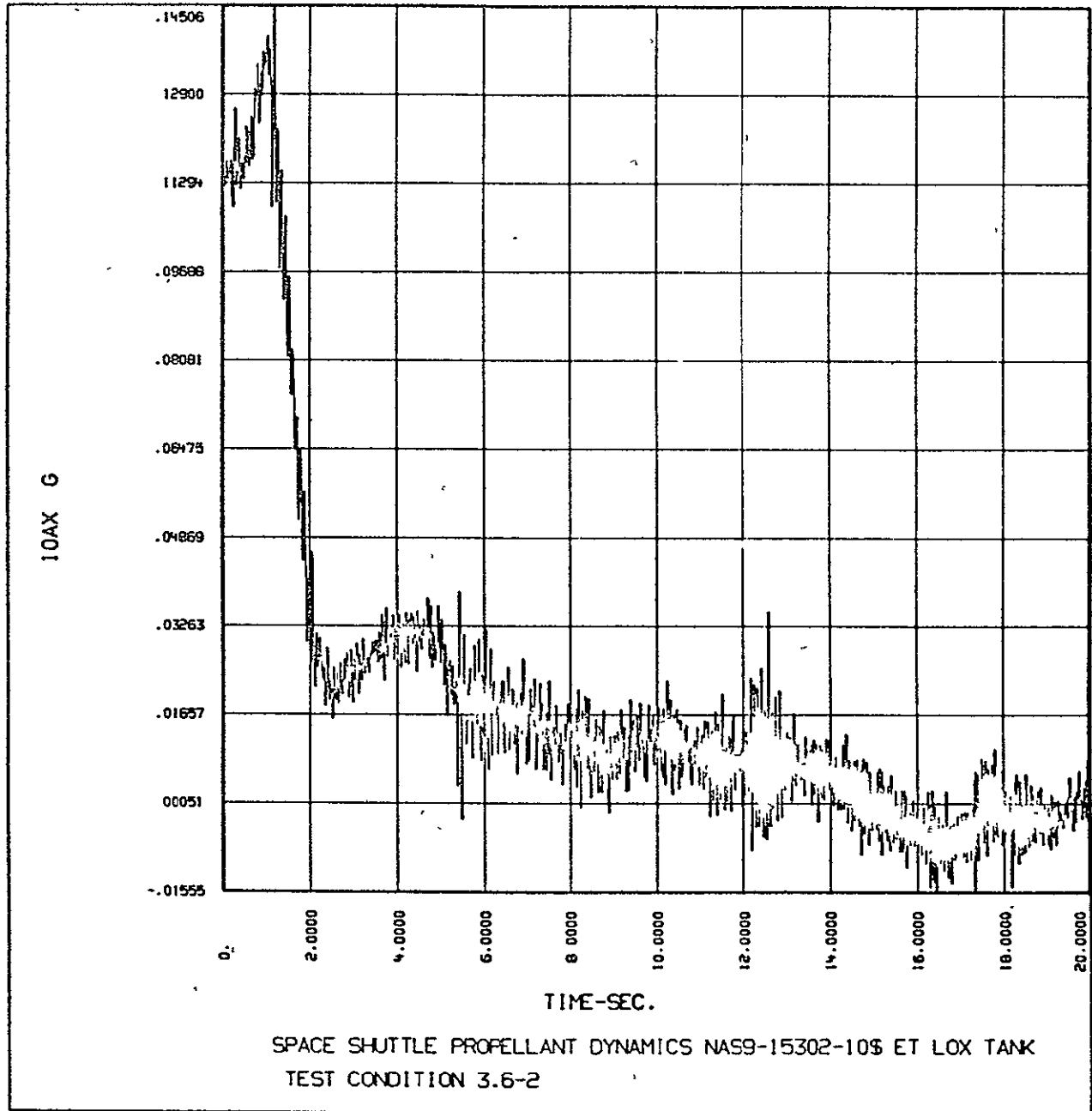
A-268



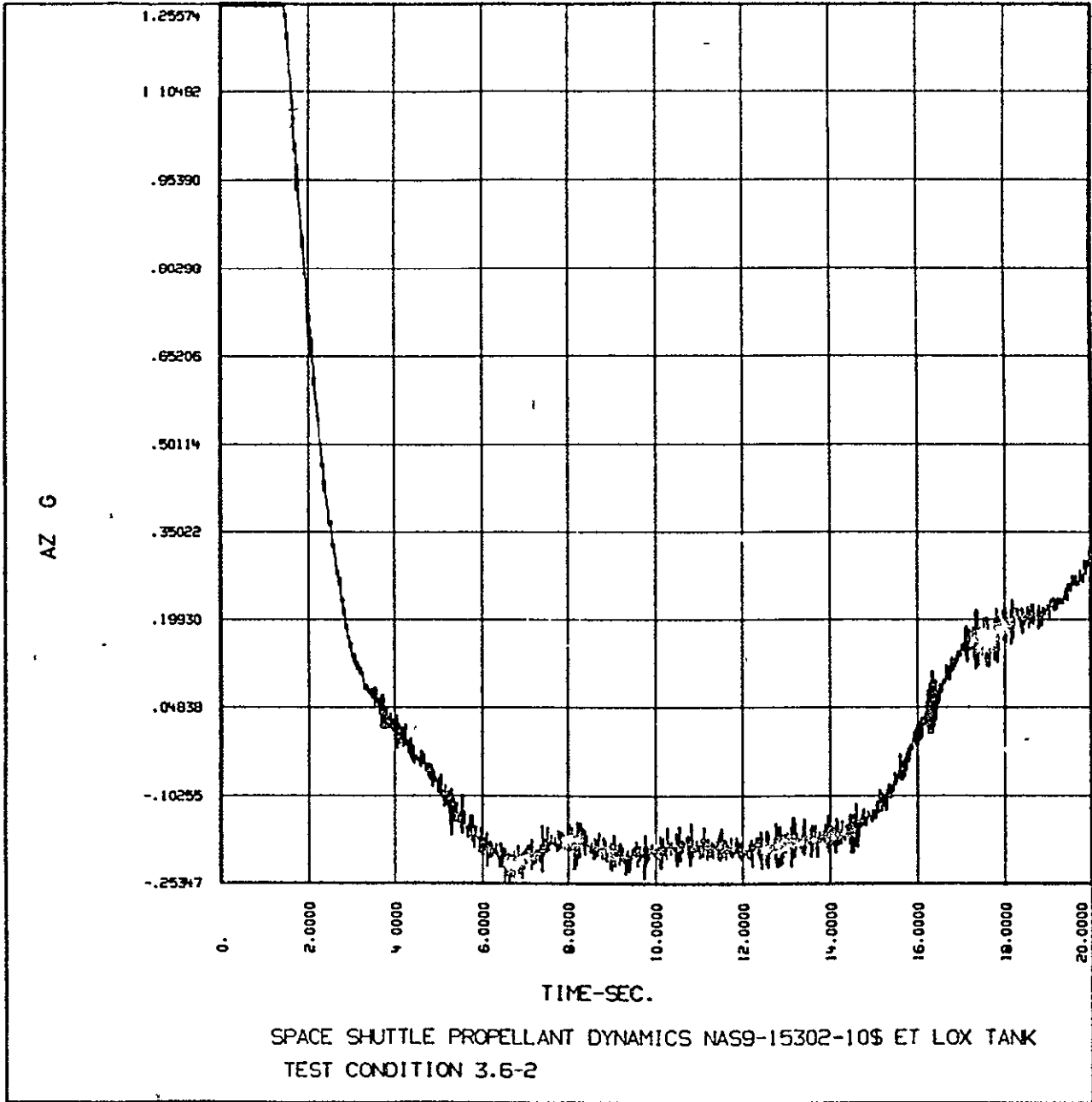
C-4

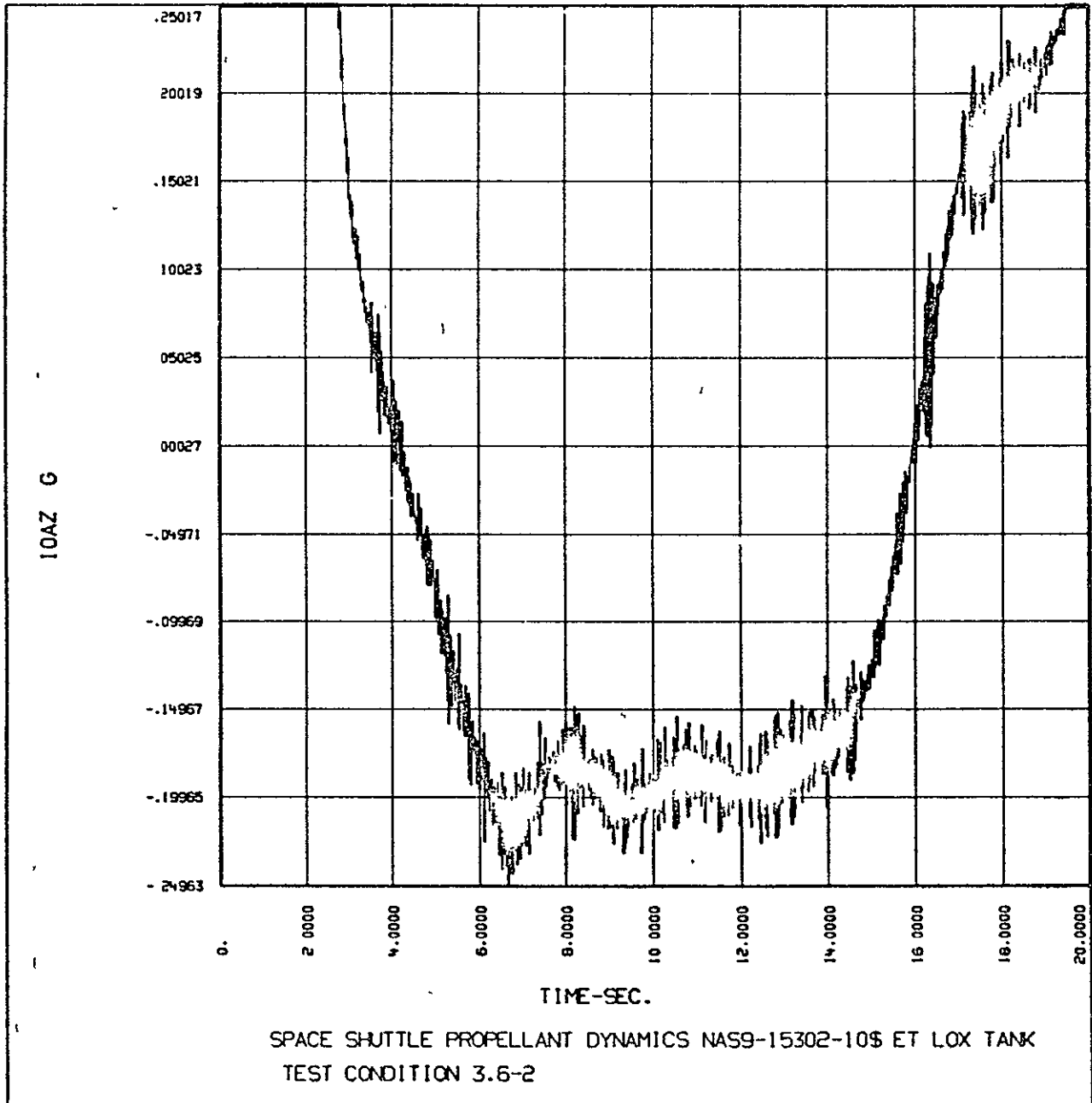




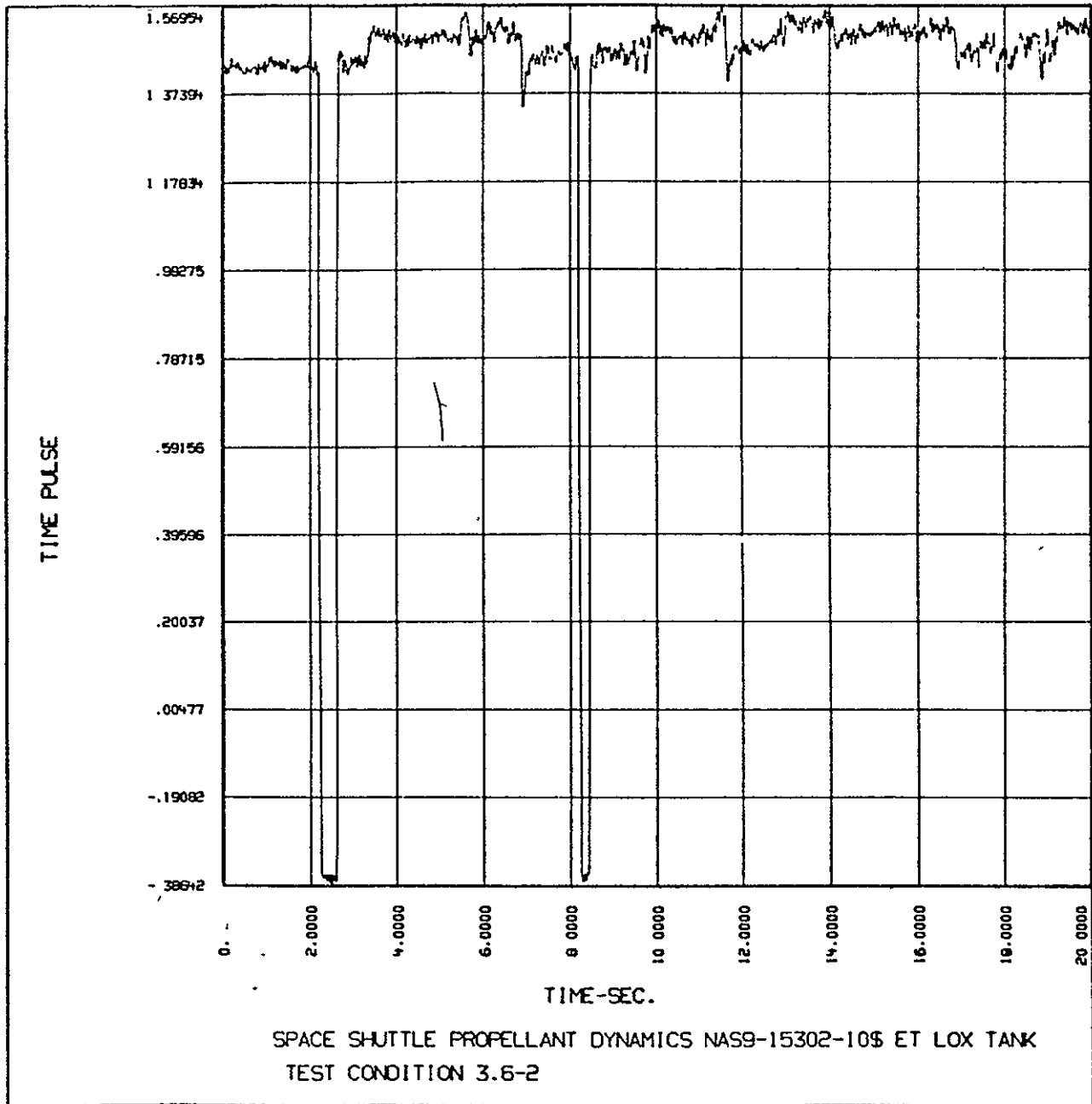


A-272

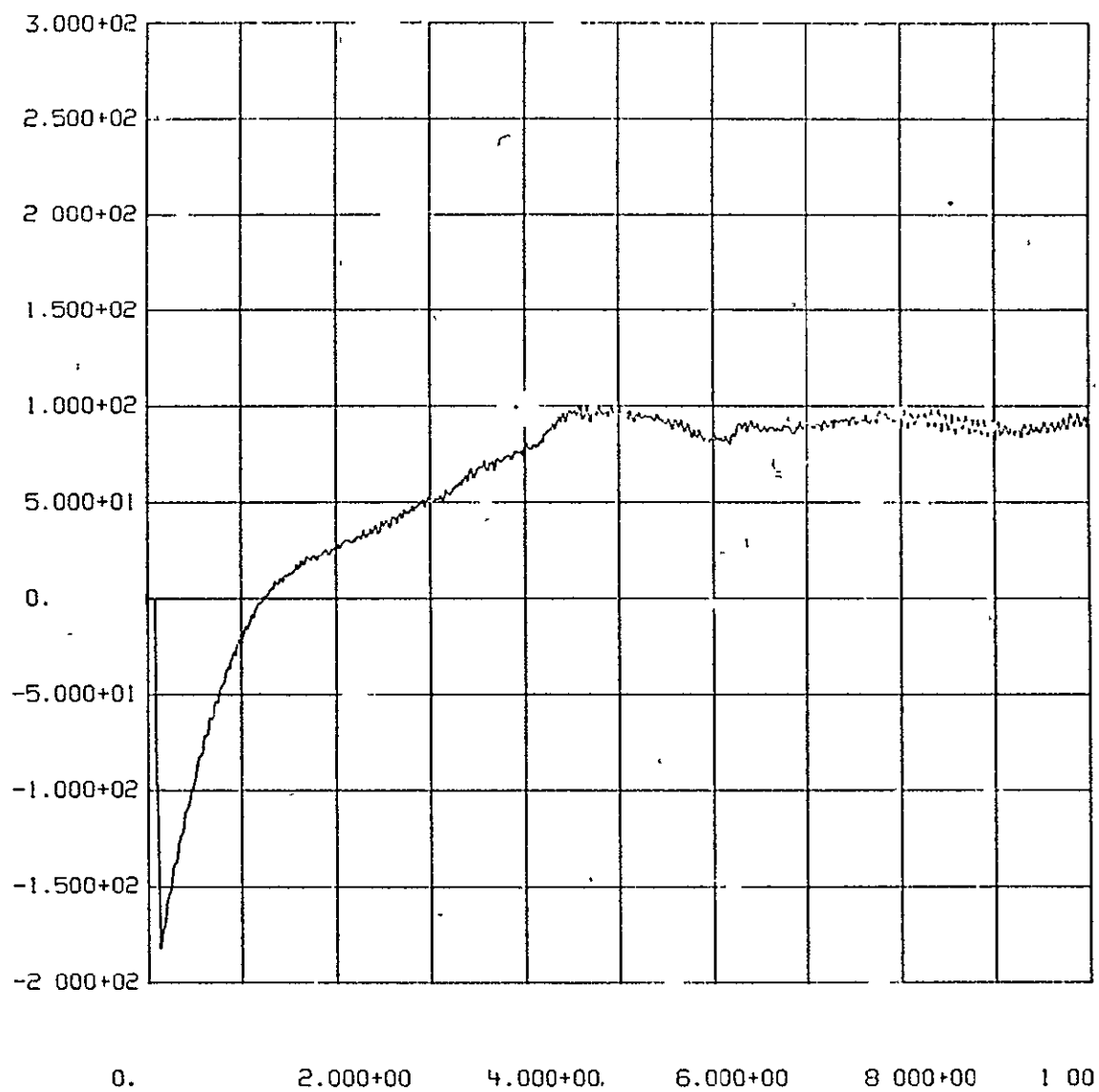




A-274



A-275



Z-LOAD

VS

TIME

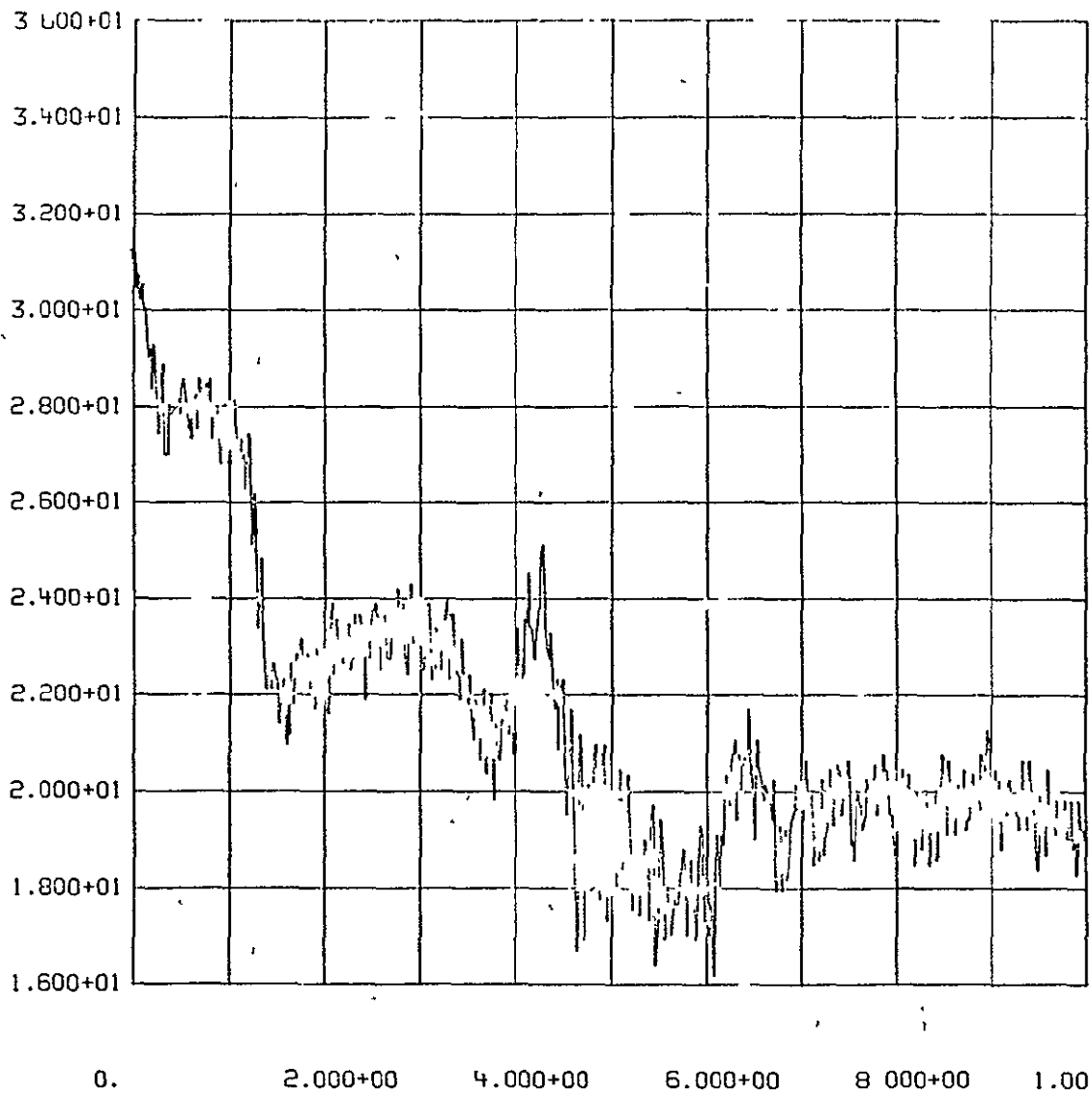
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.6-2 * UNFILT *

A-276



Y-LOAD

VS

TIME

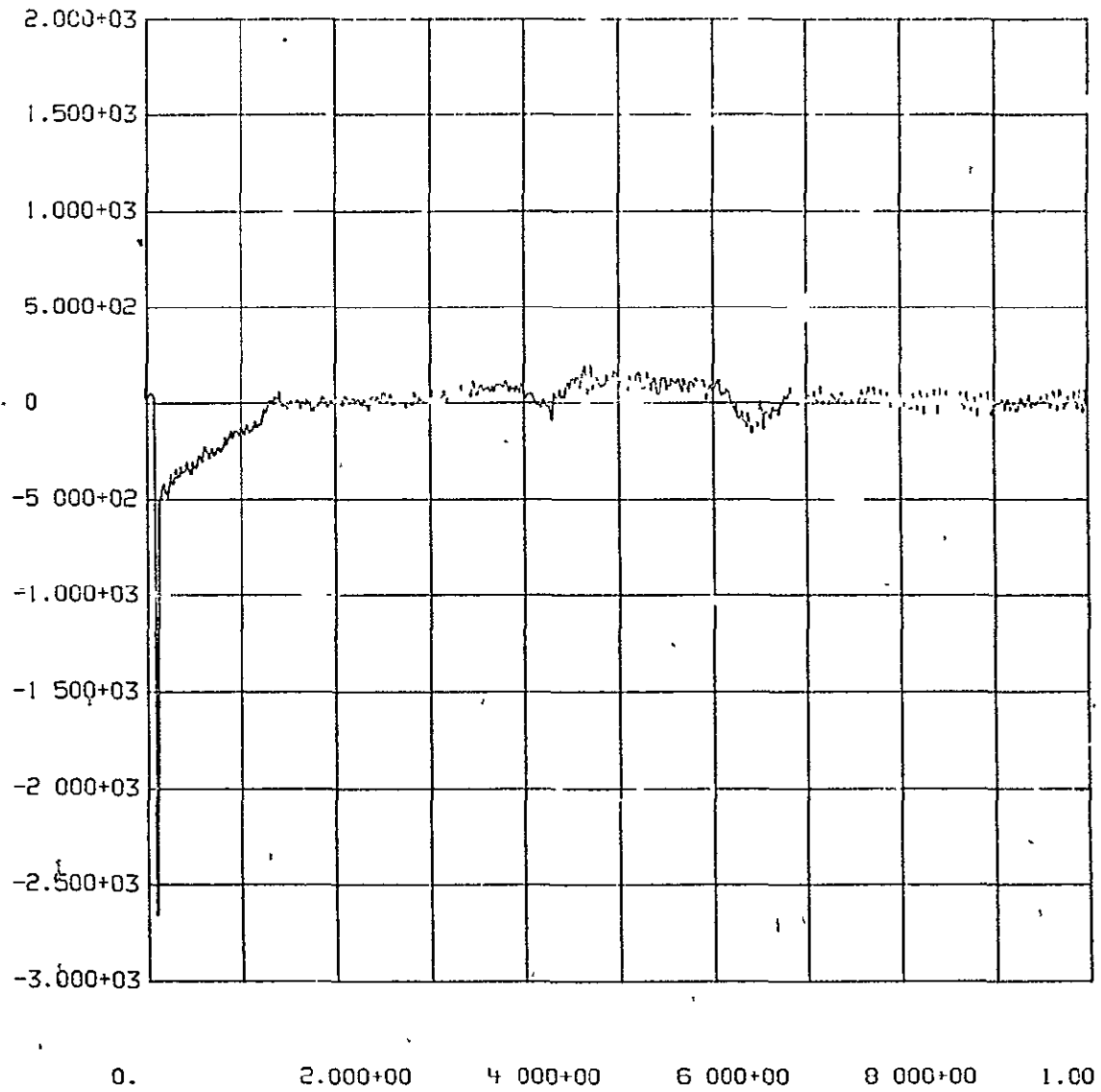
1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.6-2 * UNFILT *

A-277



MOMENT

VS

TIME

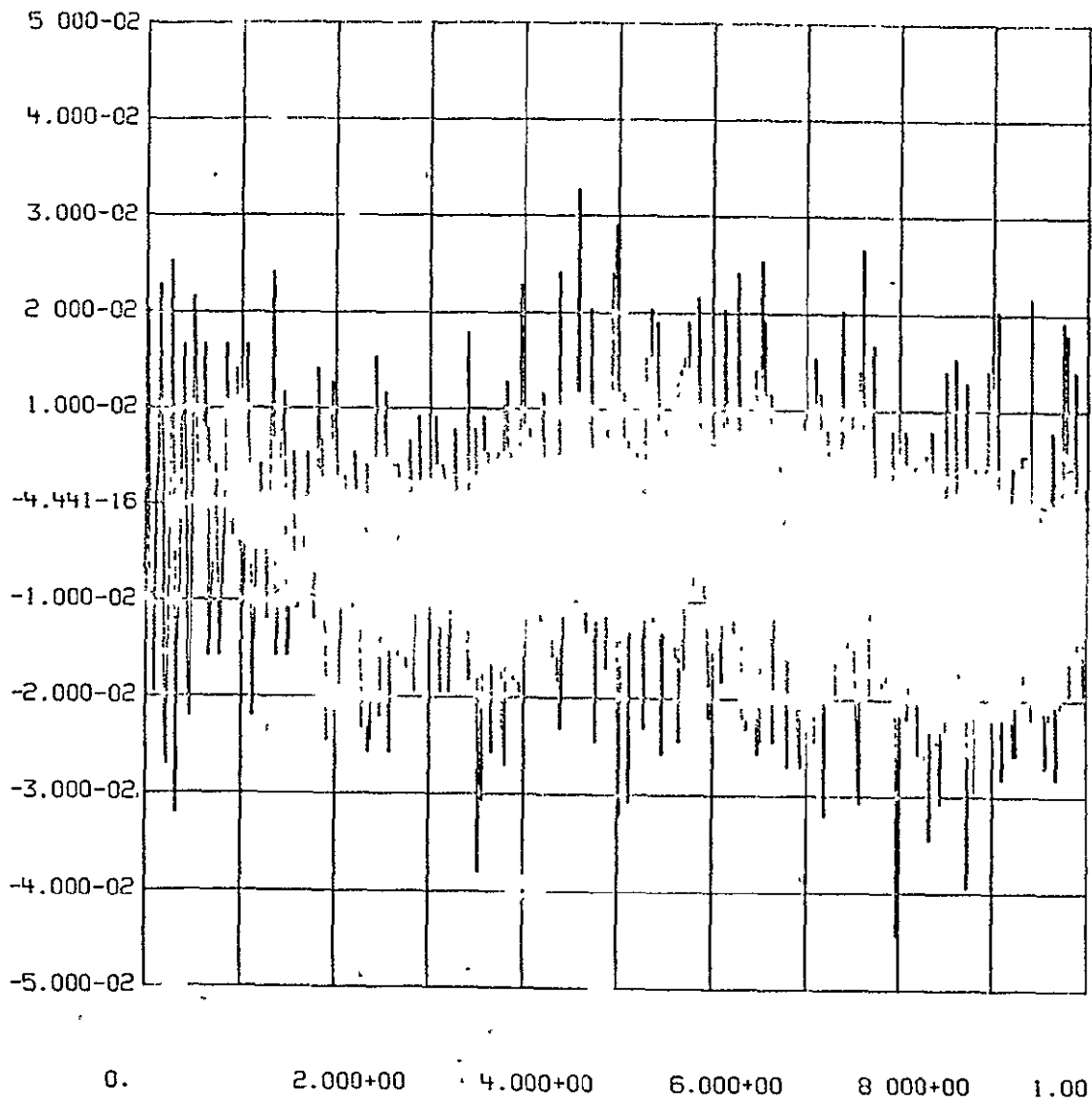
1

FLT 3

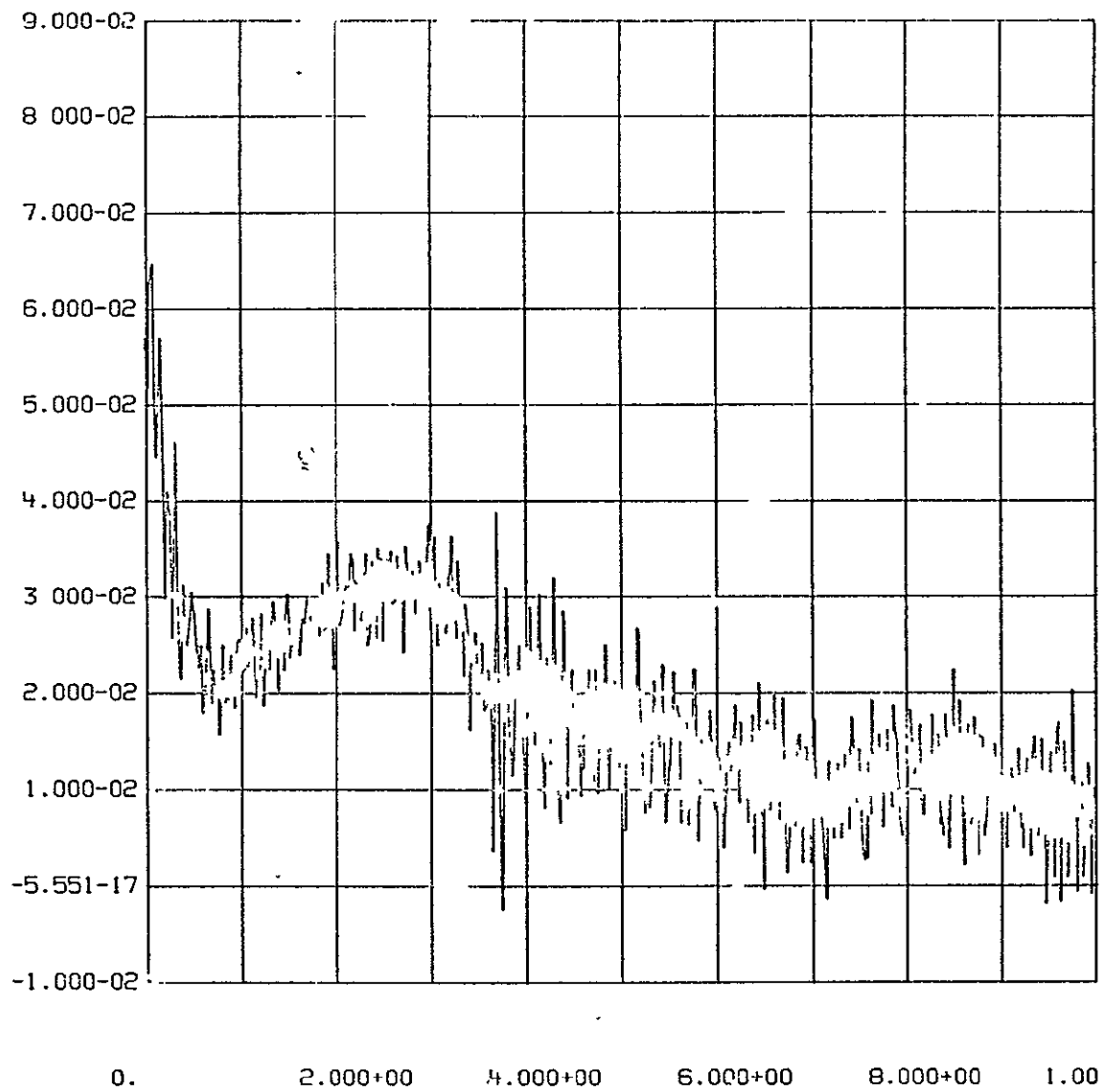
07NOV78

FLIGHT 3 TEST CONDITION 3 6-2 * UNFILT *

A-278



A-279



AC XAC

VS

TIME

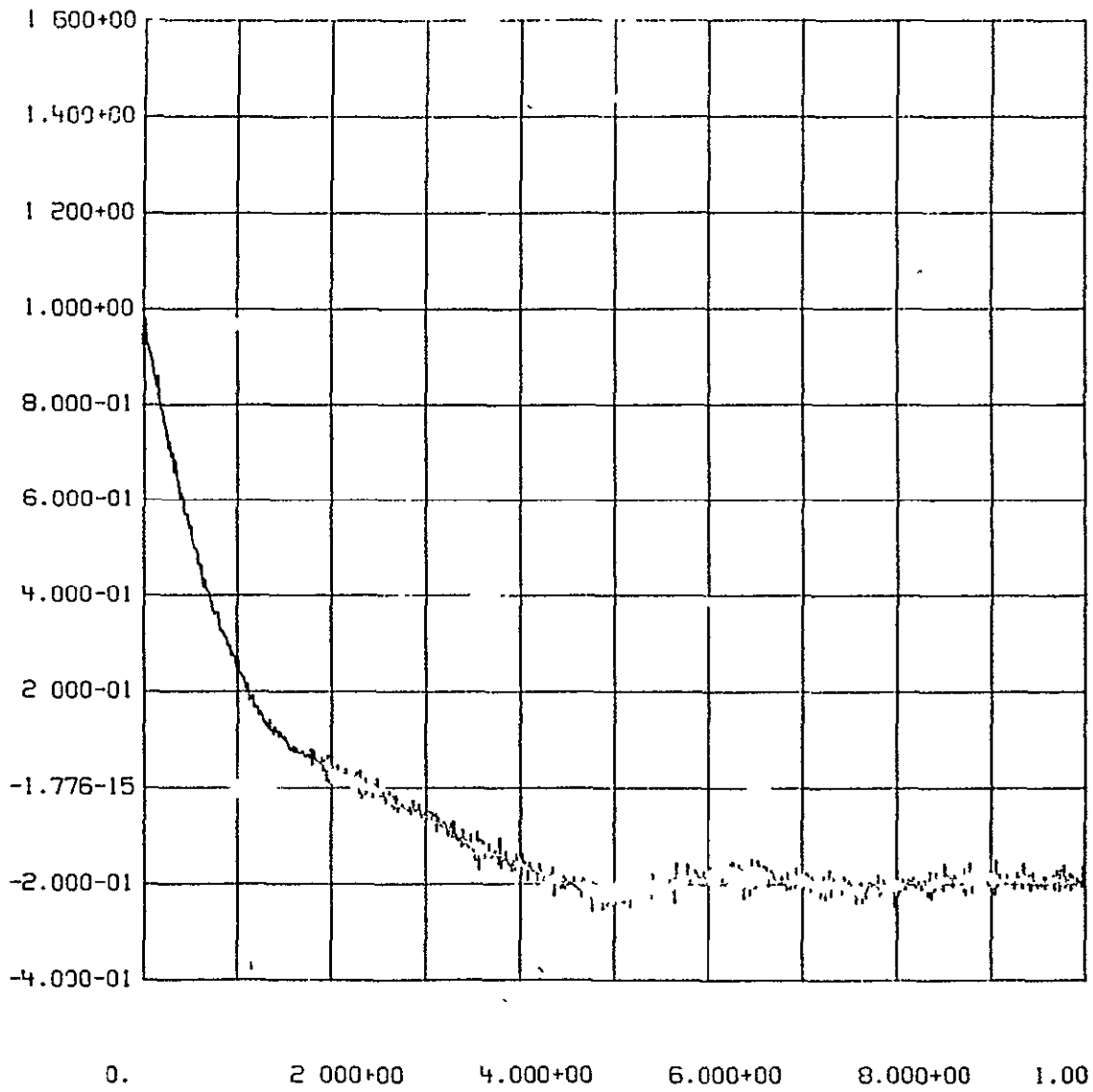
I

FLT 3

07NOV78

FLIGHT 3 TEST CONDITION 3 6-2 * UNFILT *

A-280



AC ZAC

VS

TIME

1

FLT 3

07N078

FLIGHT 3 TEST CONDITION 3.6-2 * UNFLT *

Test Data Condition 4.1-3

Baffles

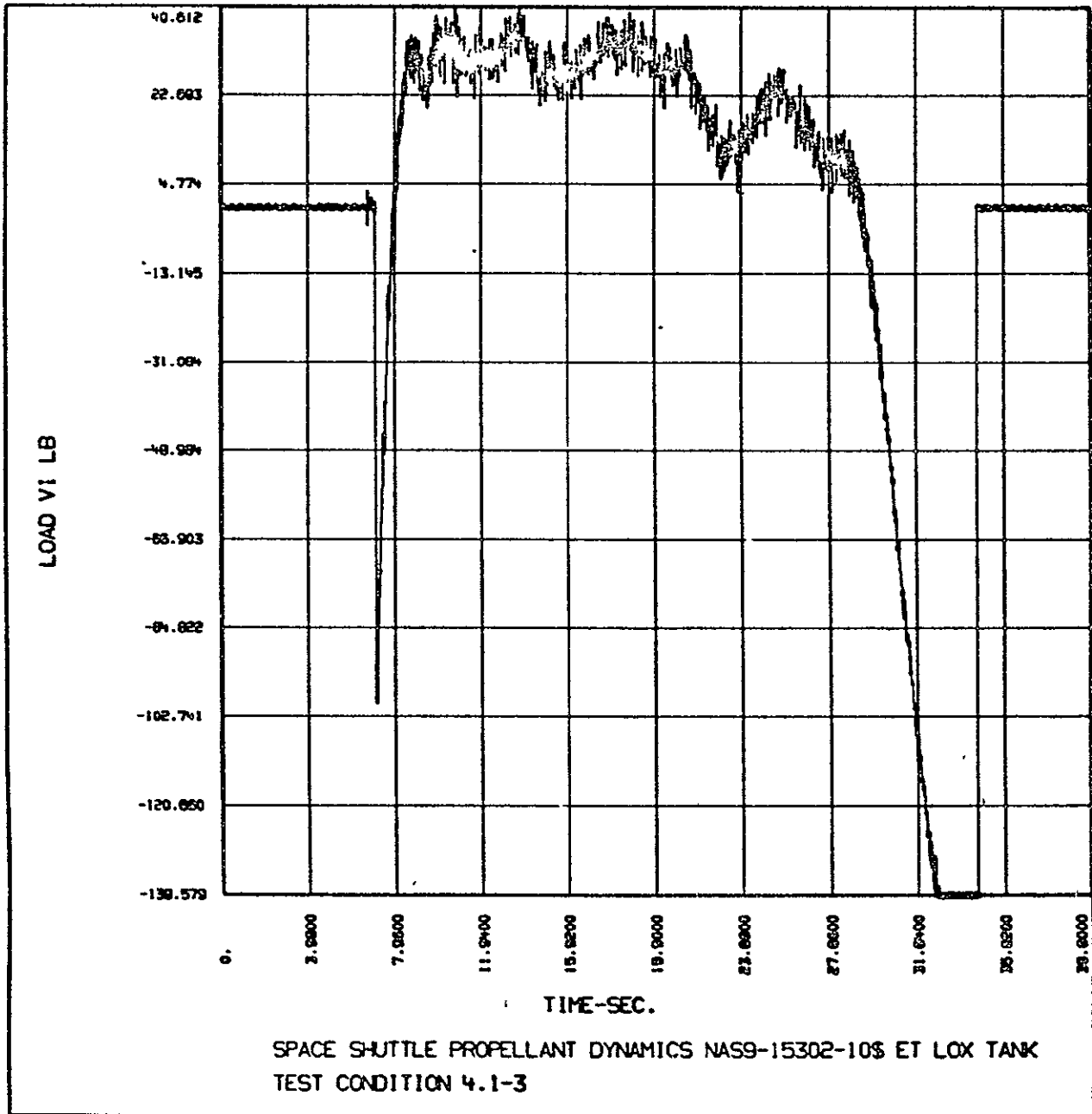
Test Fluid — Water ;

Orientation — 13°

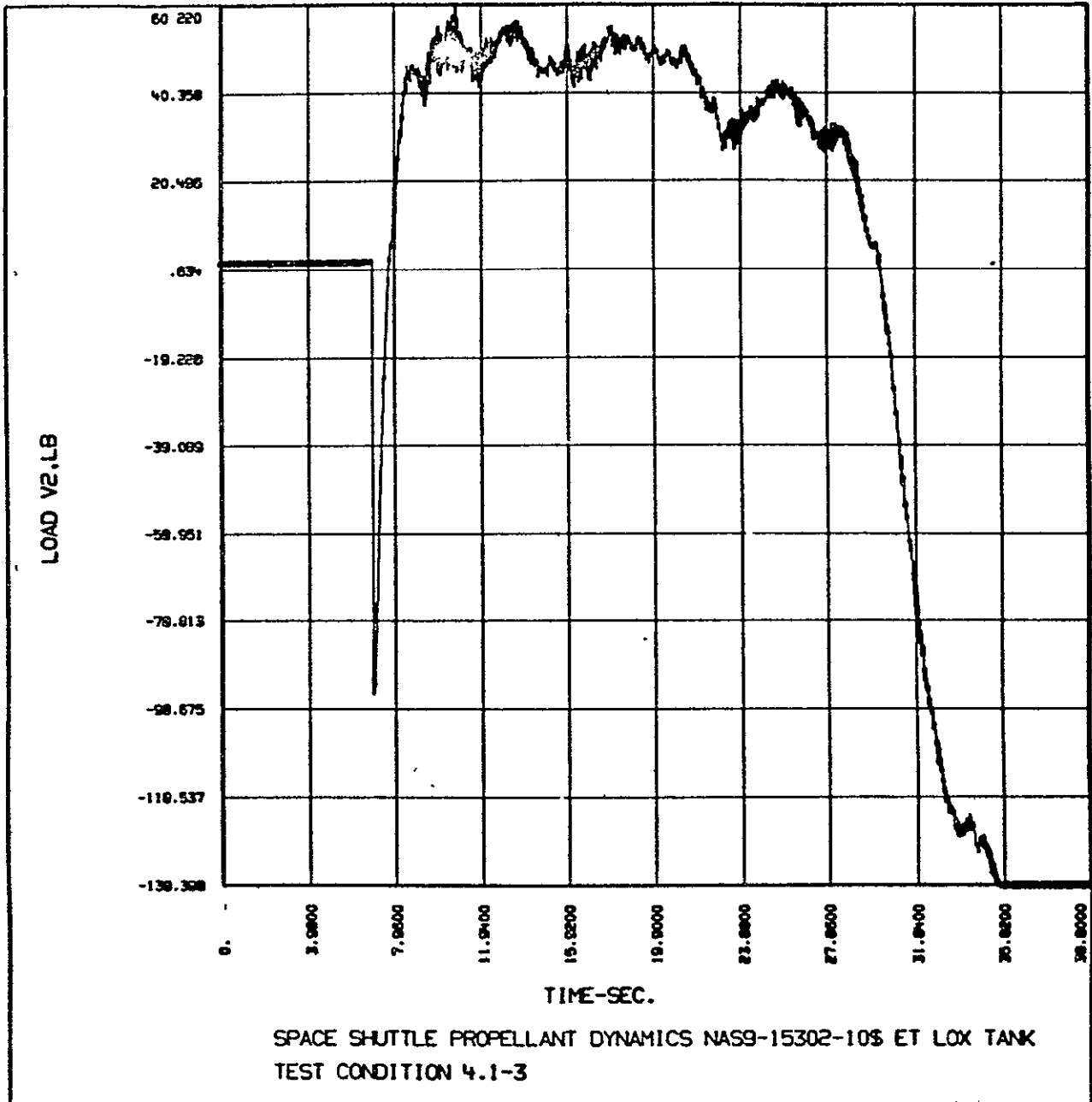
Fill Volume — 2%

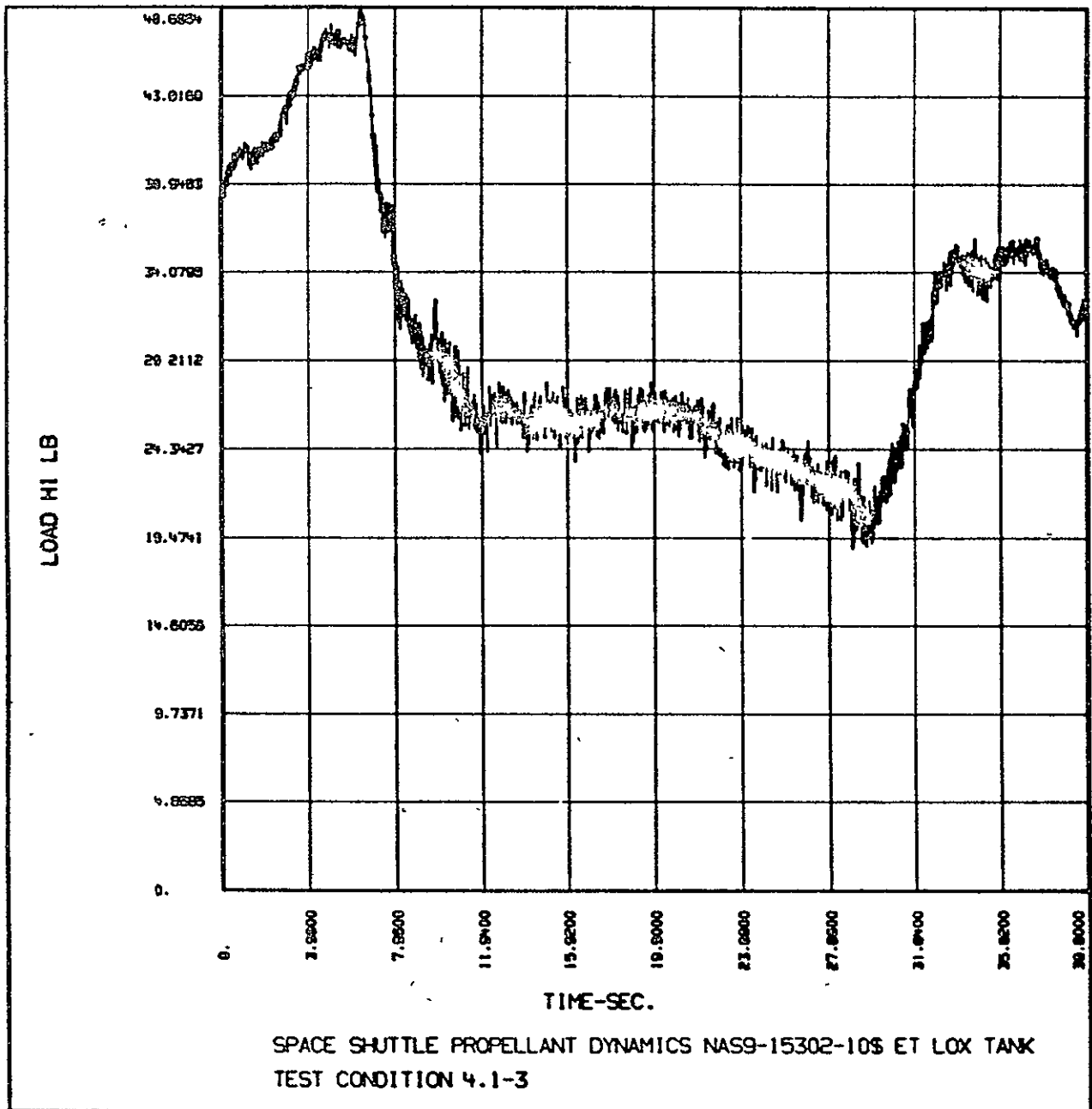
Target Acceleration—0.1g

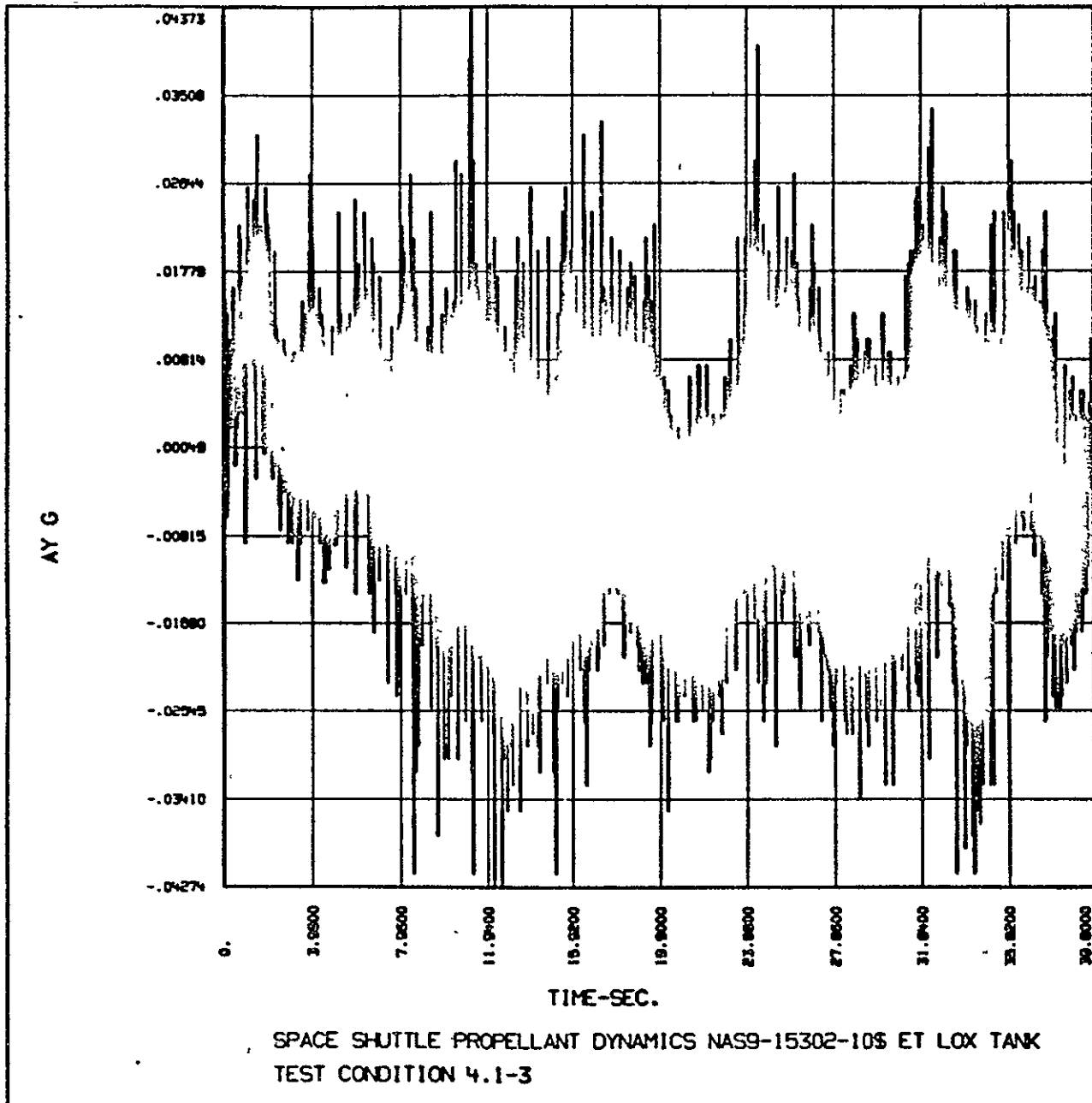
A-281

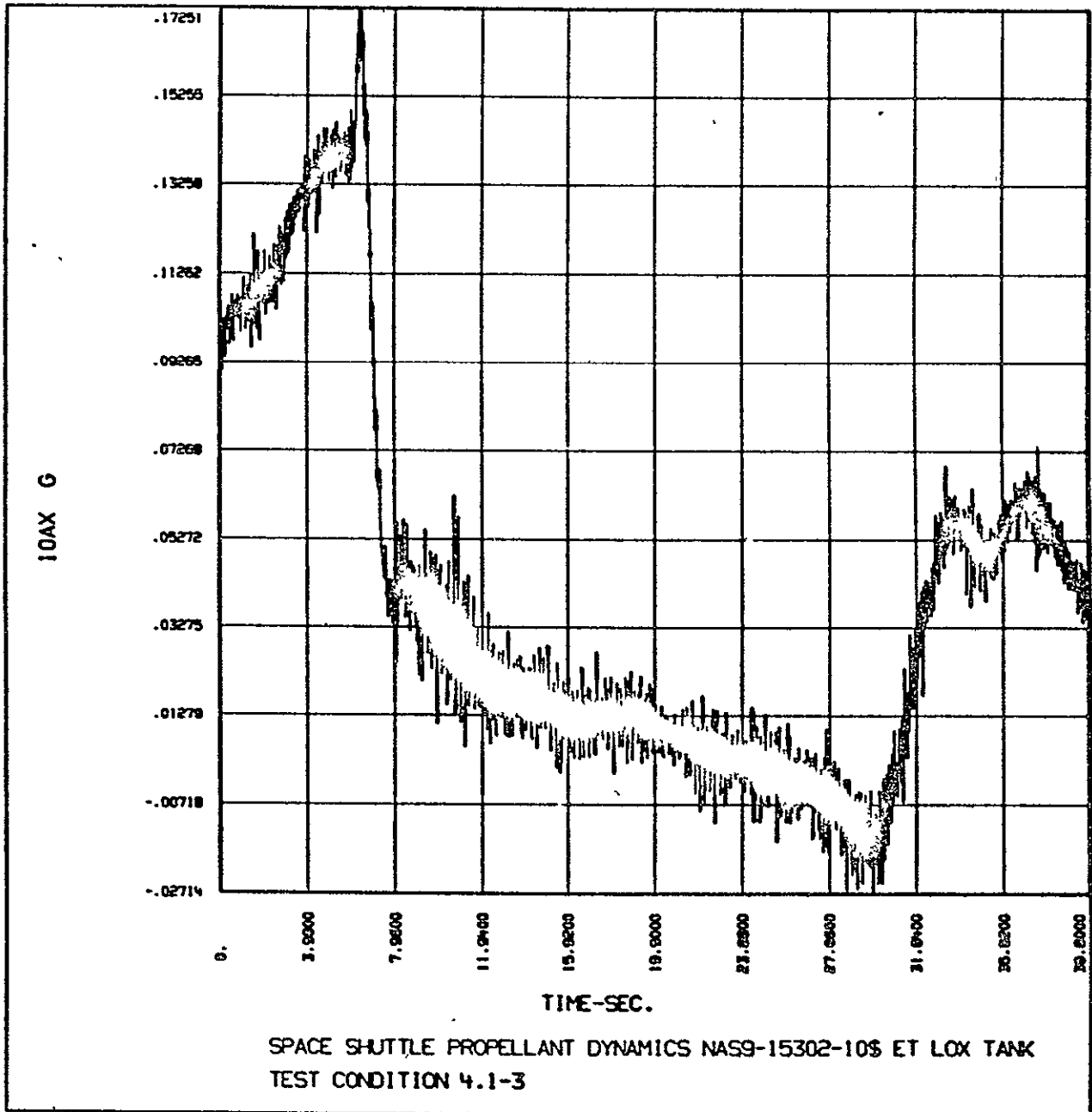


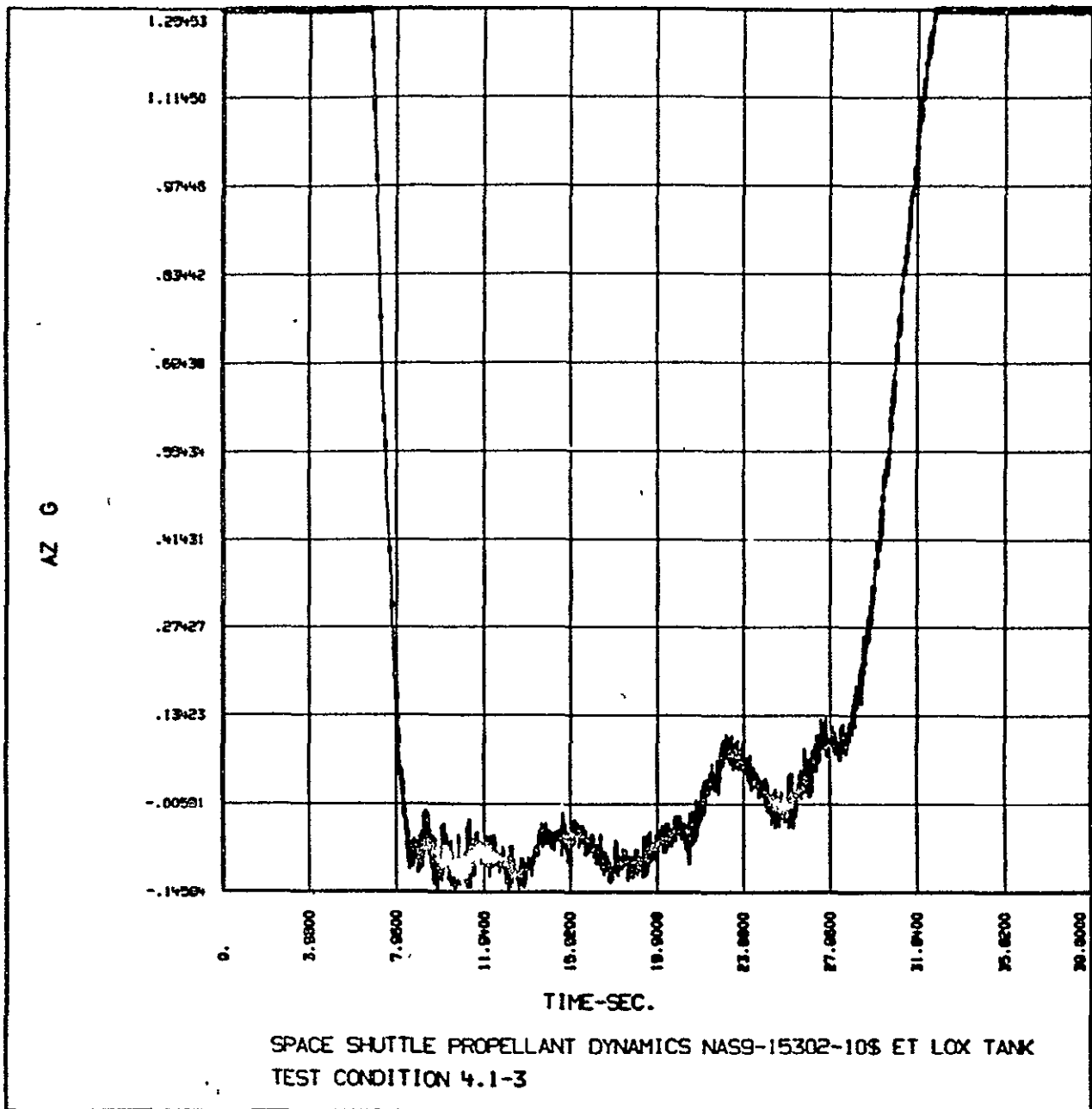
A-282



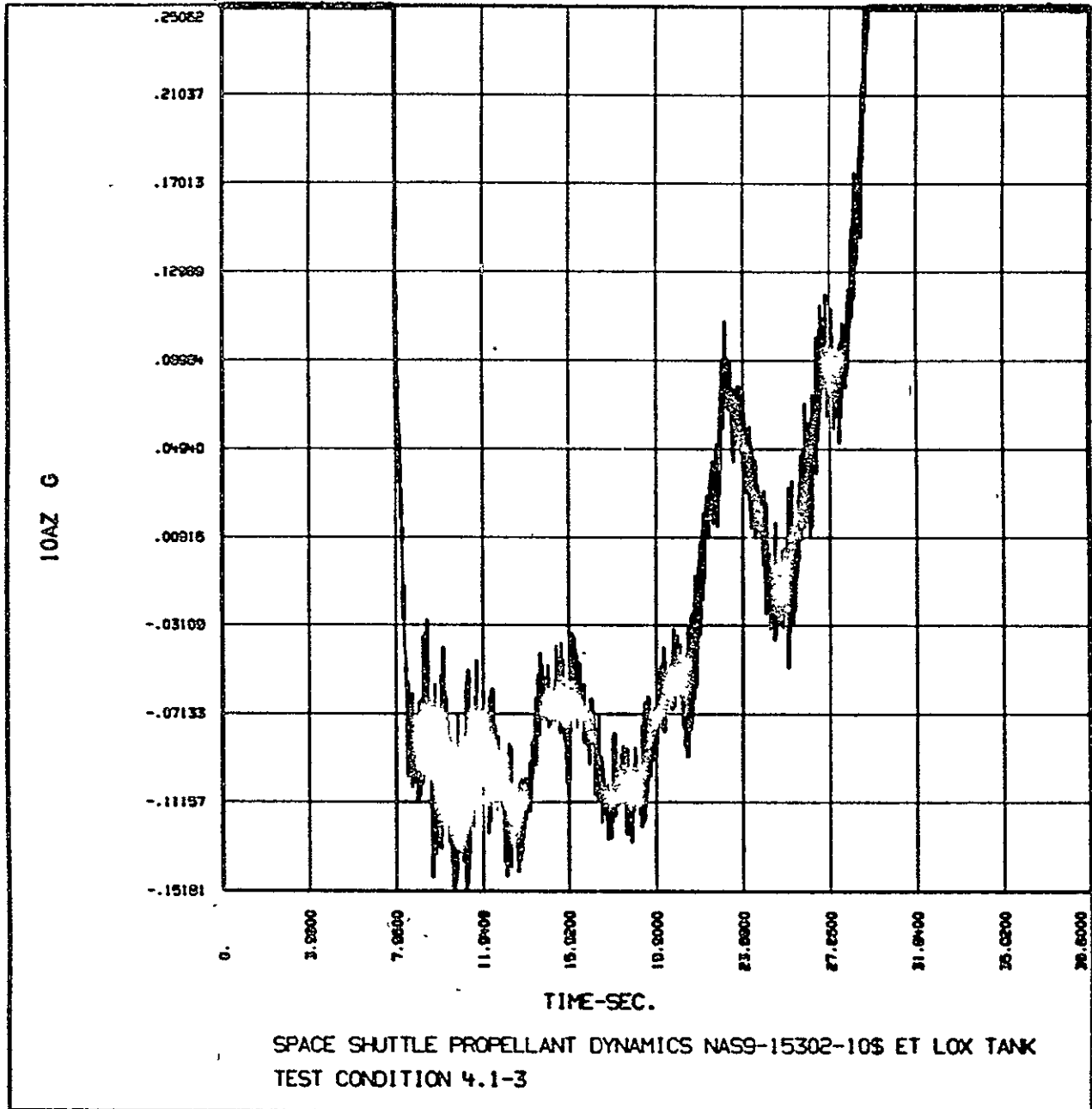


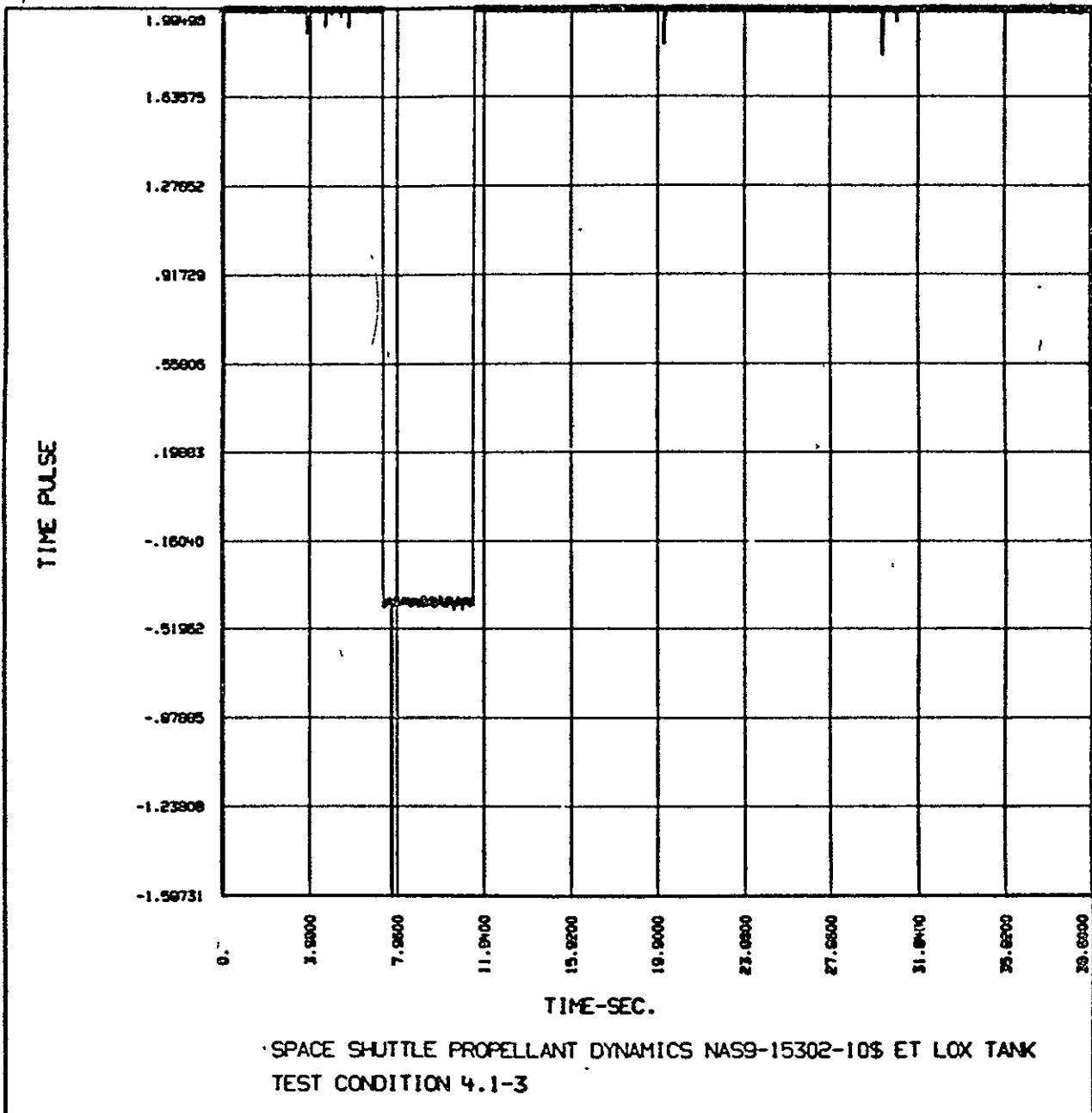




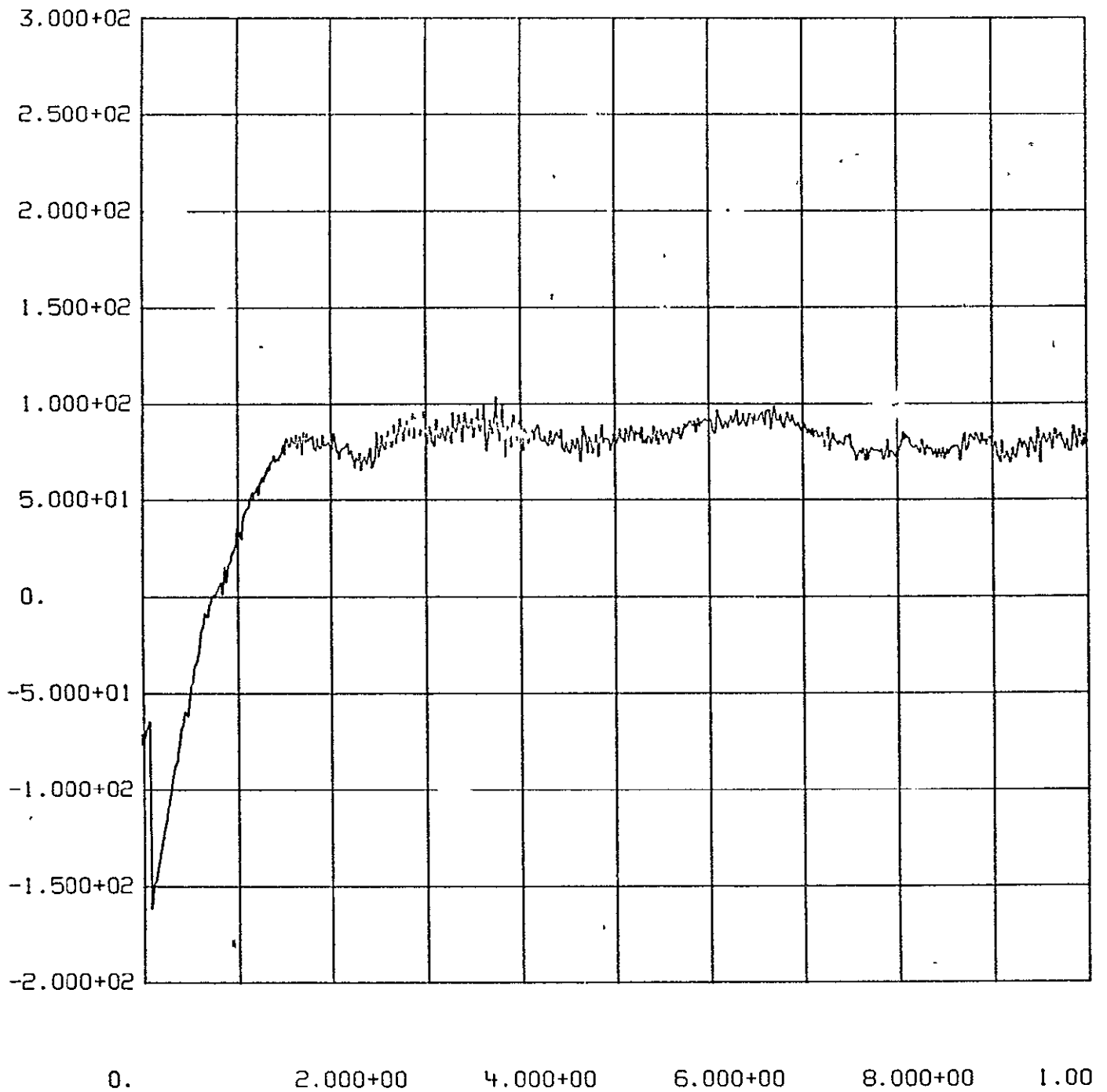


A-287





A-289



Z-LOAD

VS

TIME

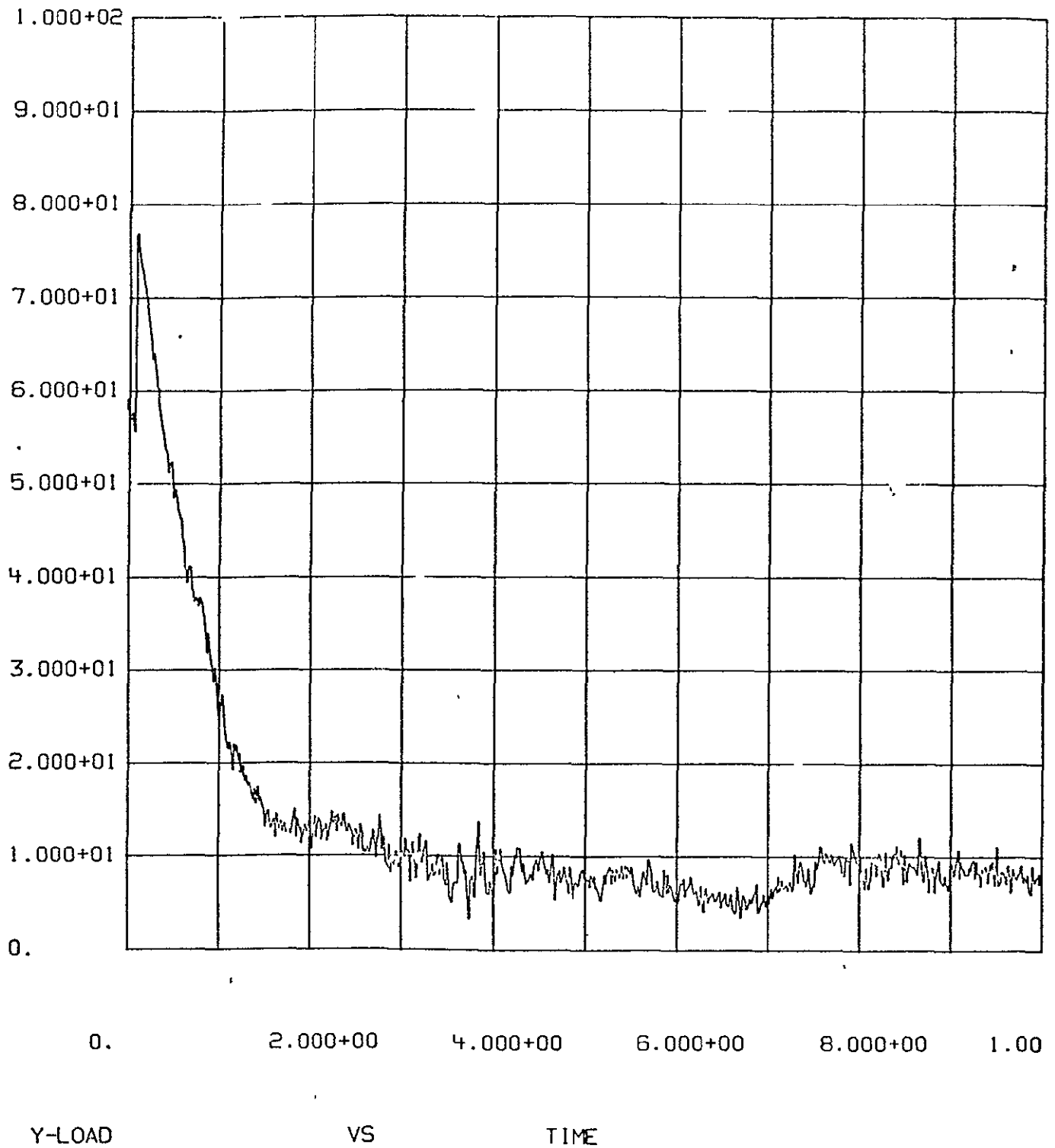
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.1-3 * UNFILT *

A-290



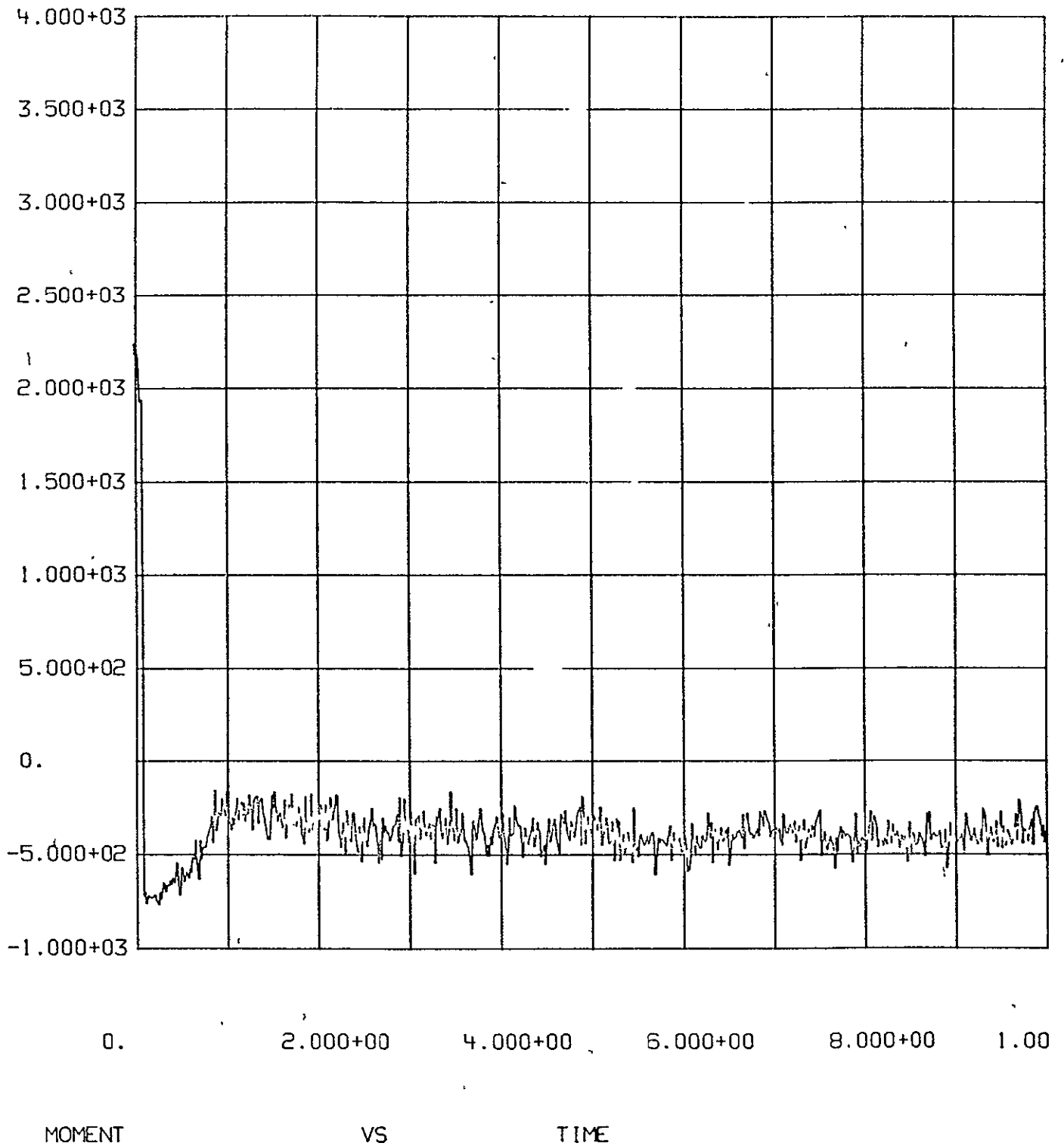
1

FLT 3

06N078

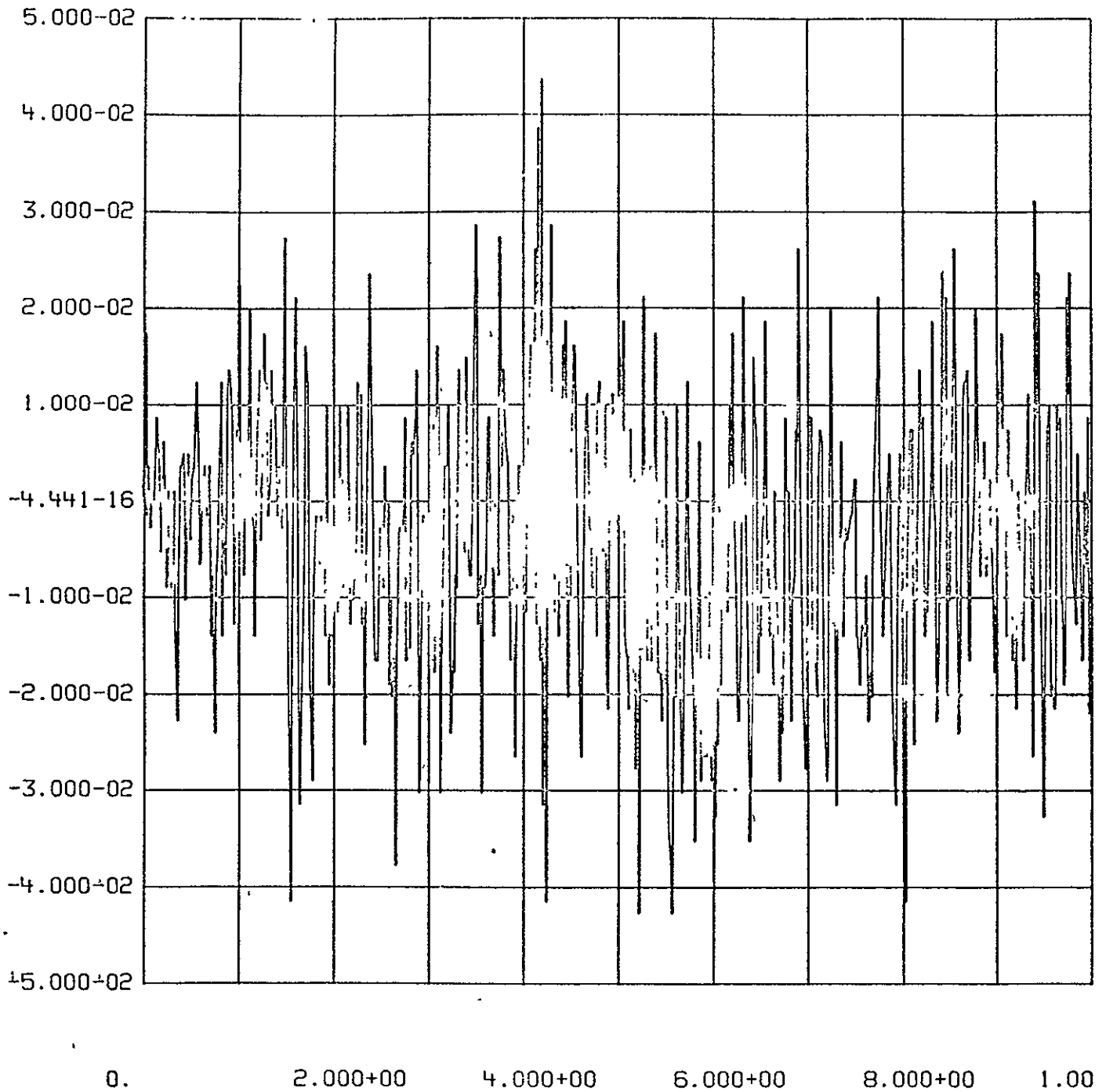
FLIGHT 4 TEST CONDITION 4.1-3 * UNFILT *

A-291



1 FLT 3 06N078 FLIGHT 4 TEST CONDITION 4.1-3 * UNFLT *

A-292



AC YAC

VS

TIME

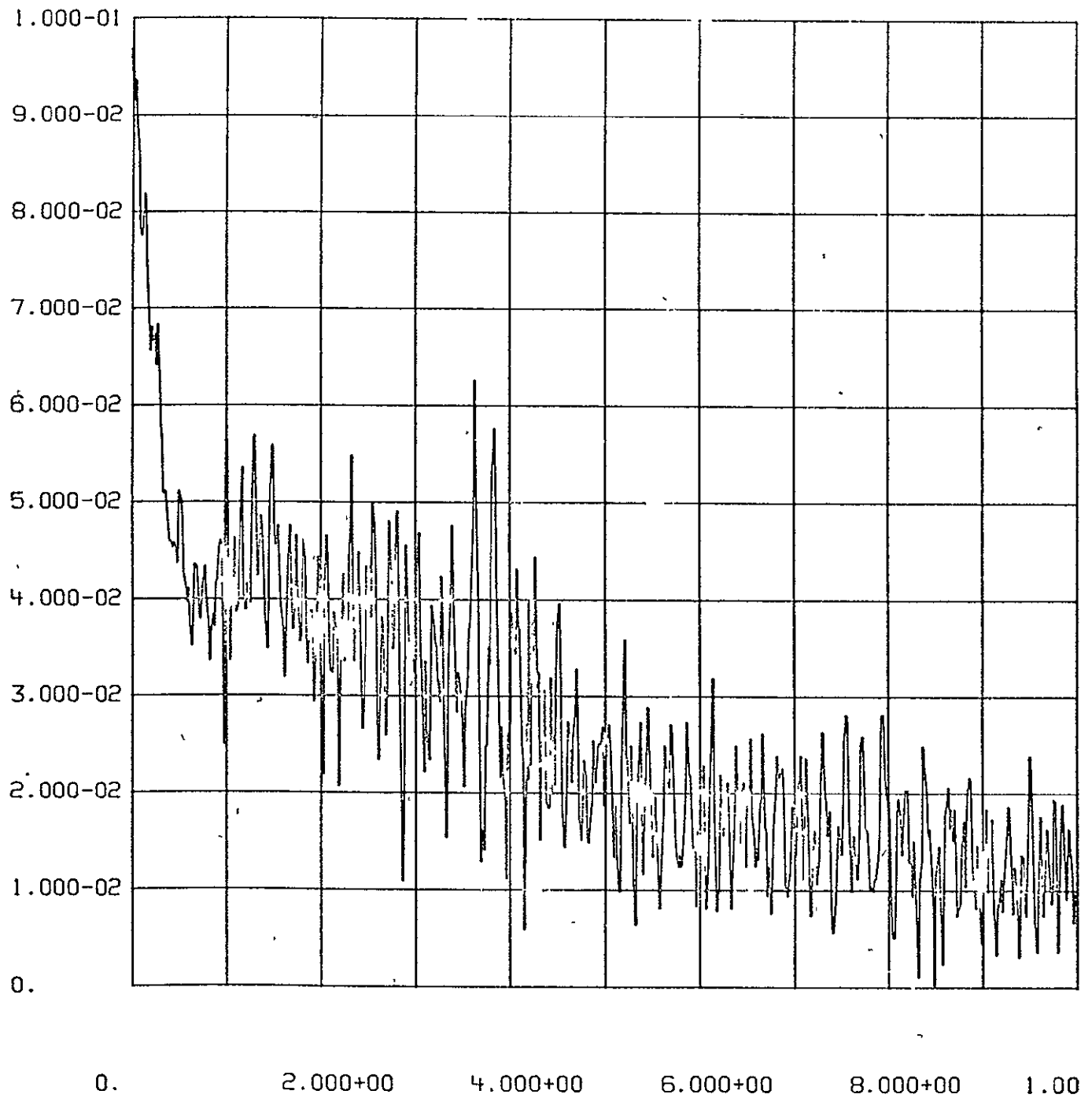
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.1-3 * UNFILT *

A-293



AC XAC

VS

TIME

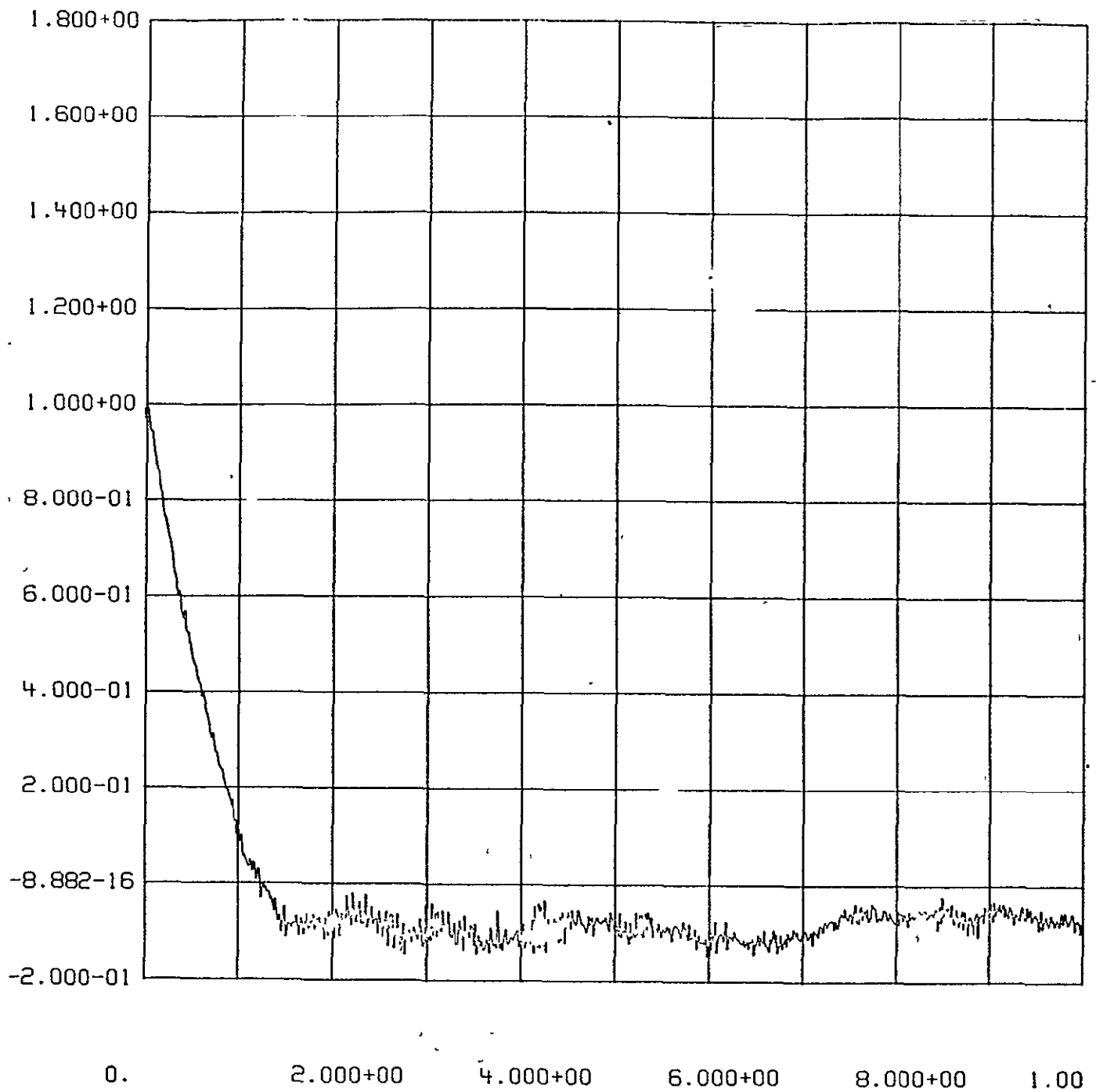
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.1-3 * UNFILT *

A-294



AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.1-3 * UNFILT *

Test Data Condition 4.2-3

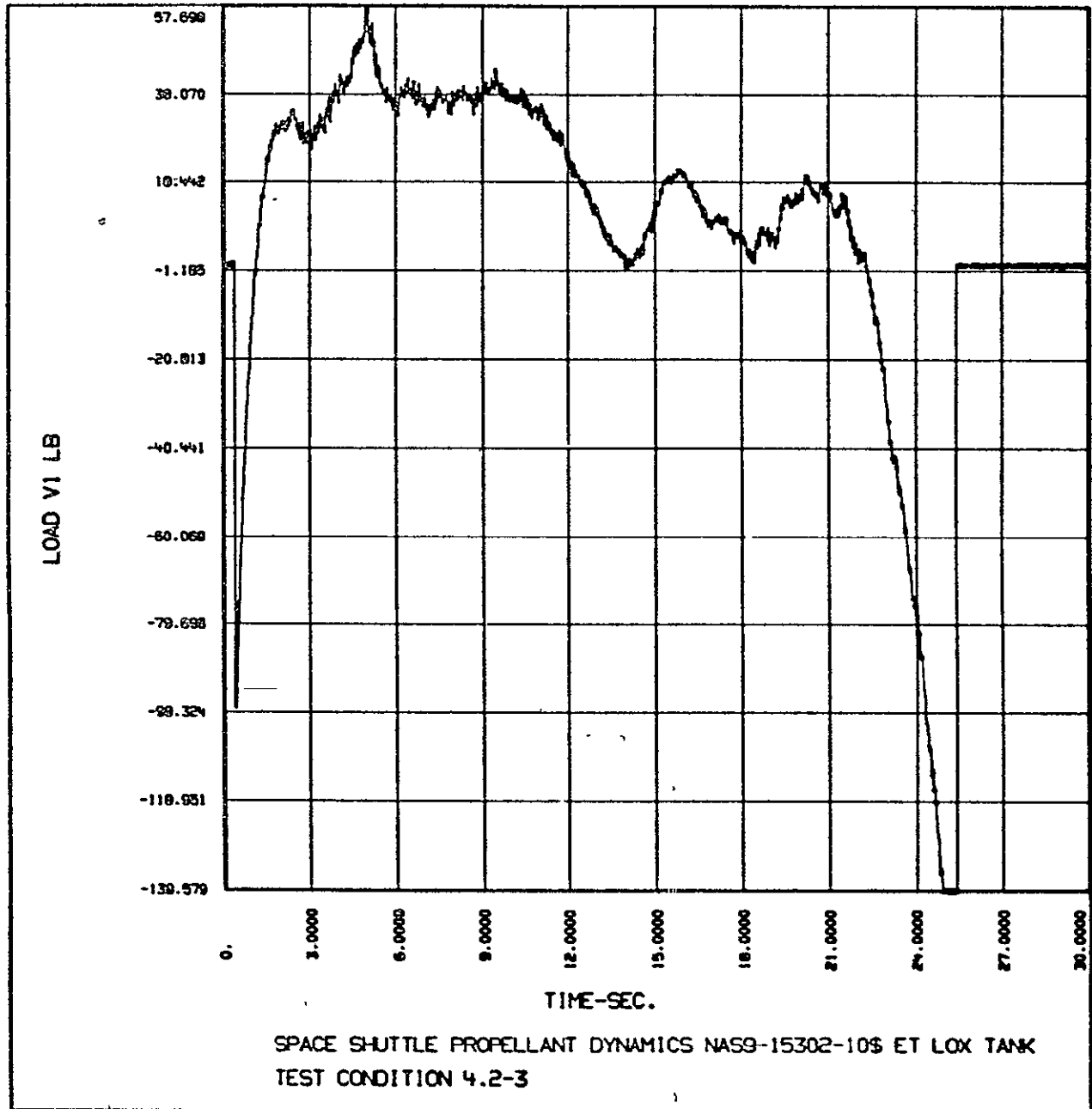
Baffles

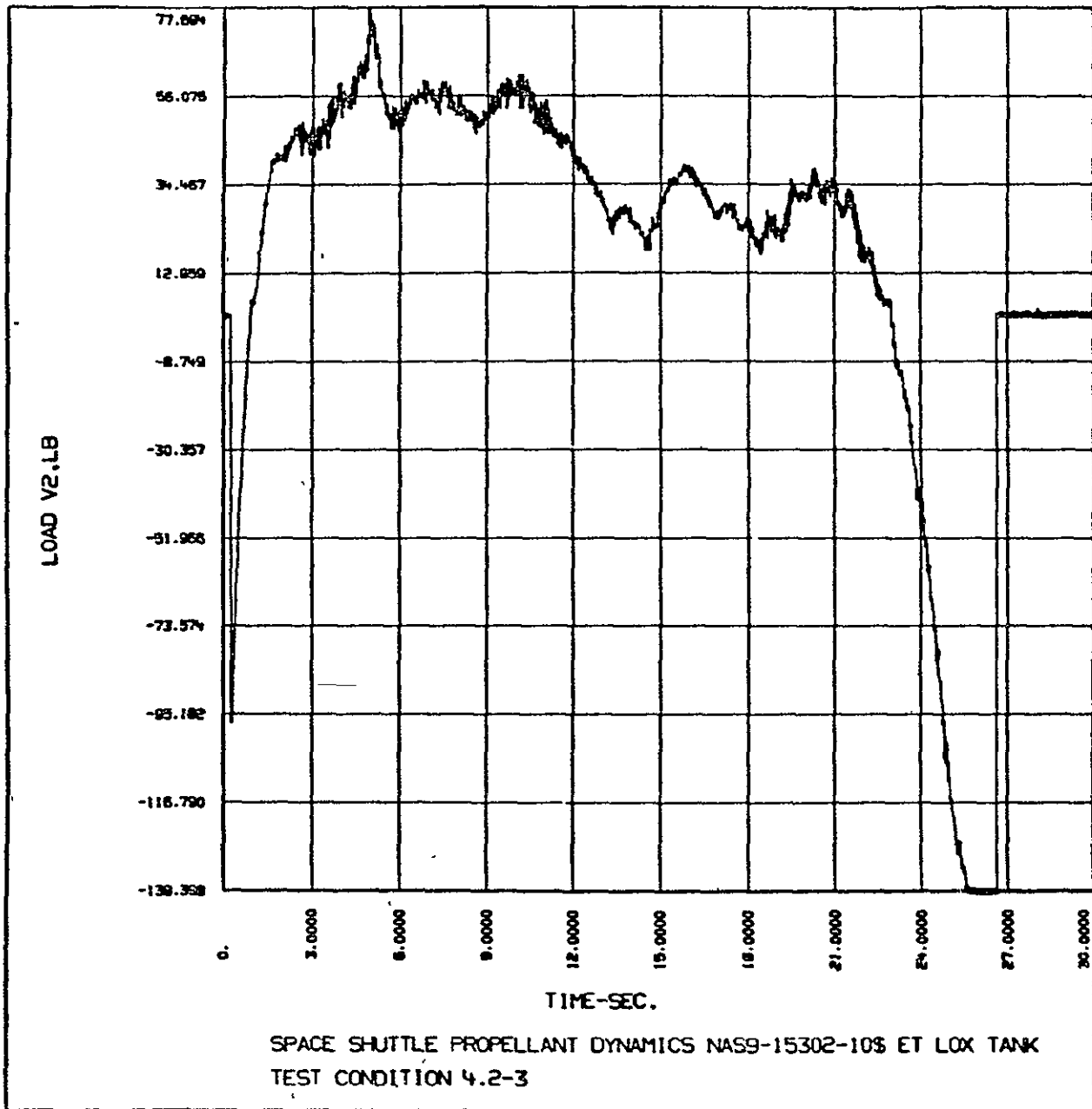
Test Fluid — Water

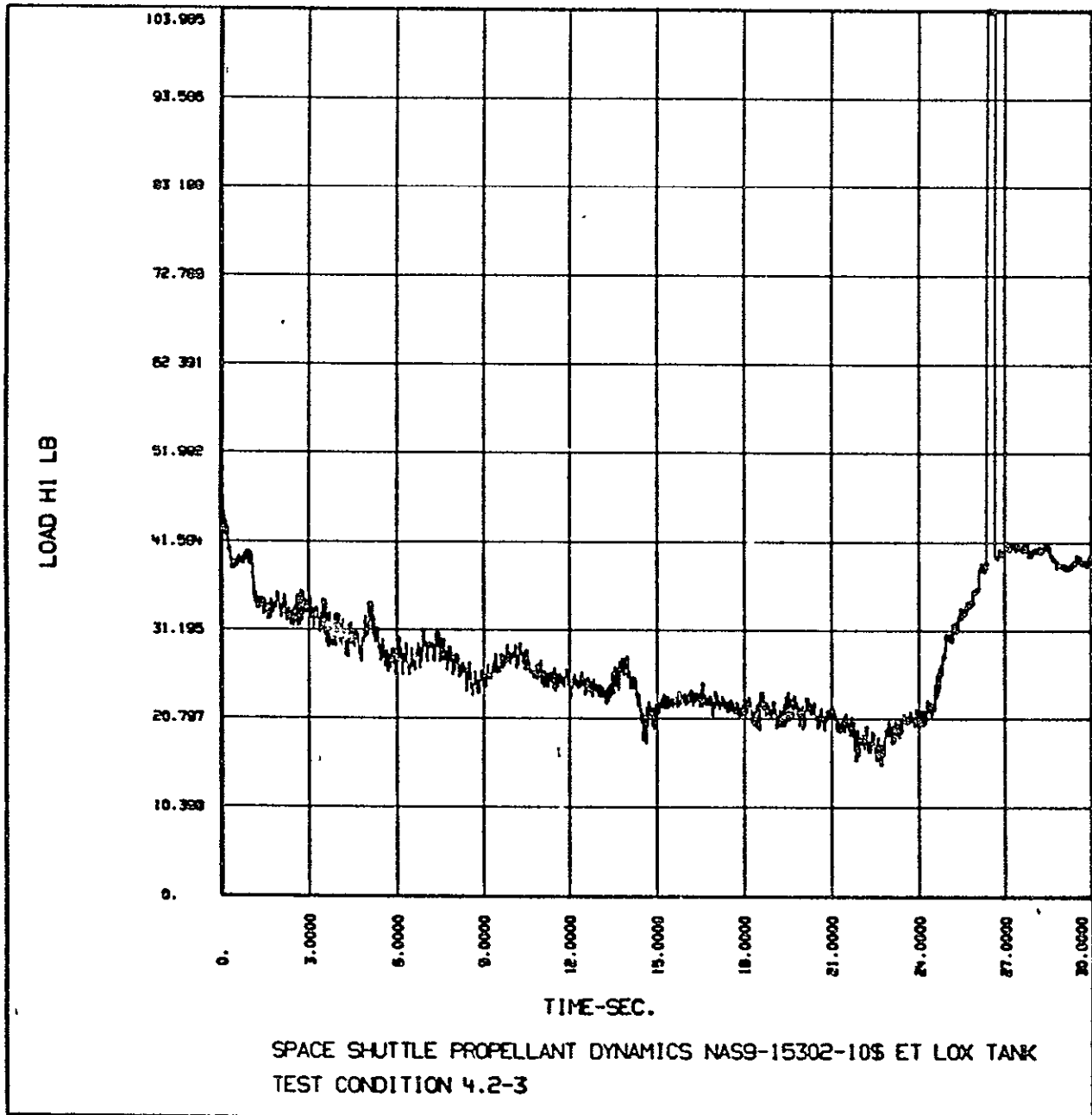
Orientation — 13°

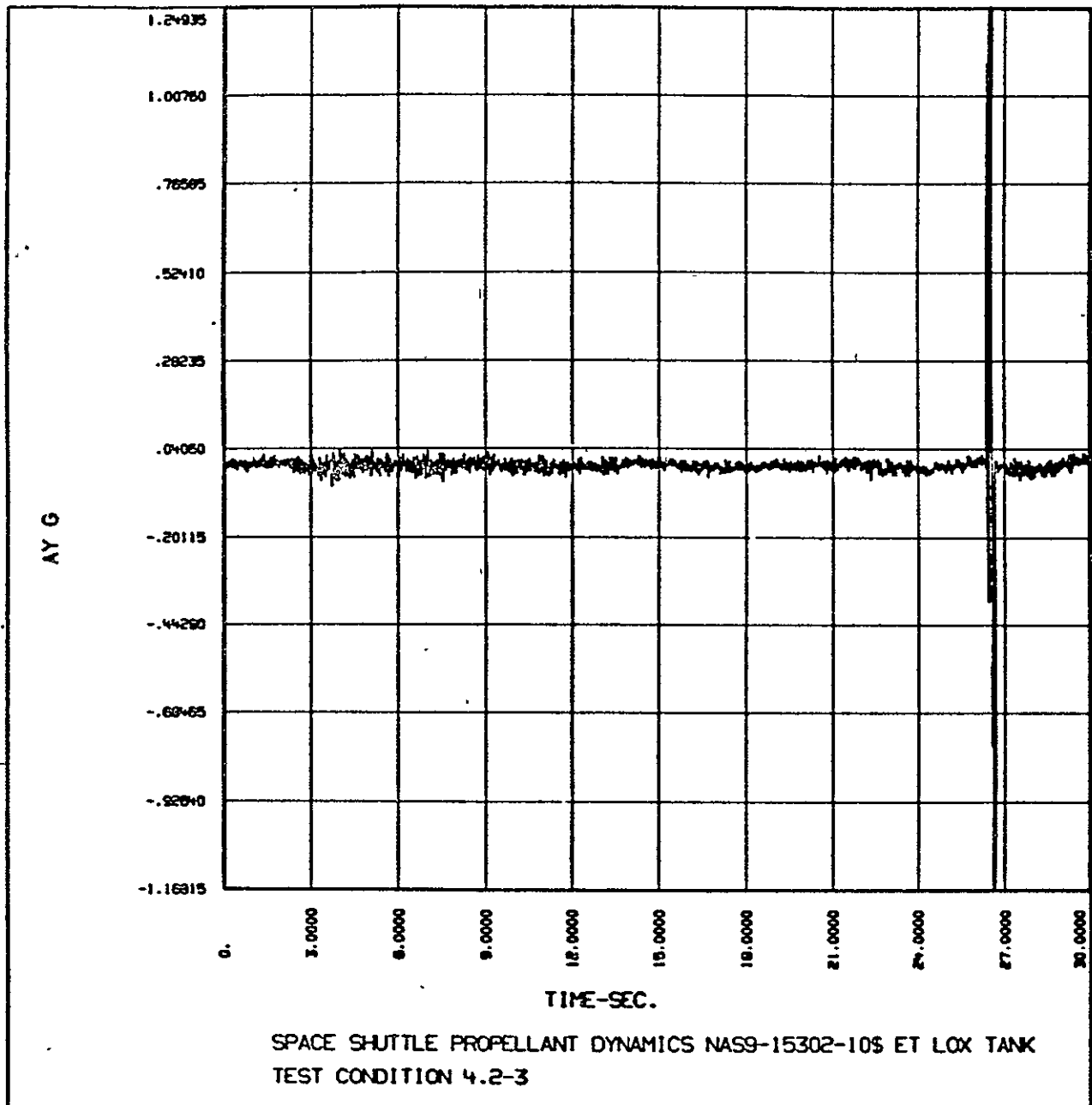
Fill Volume — 5.5%

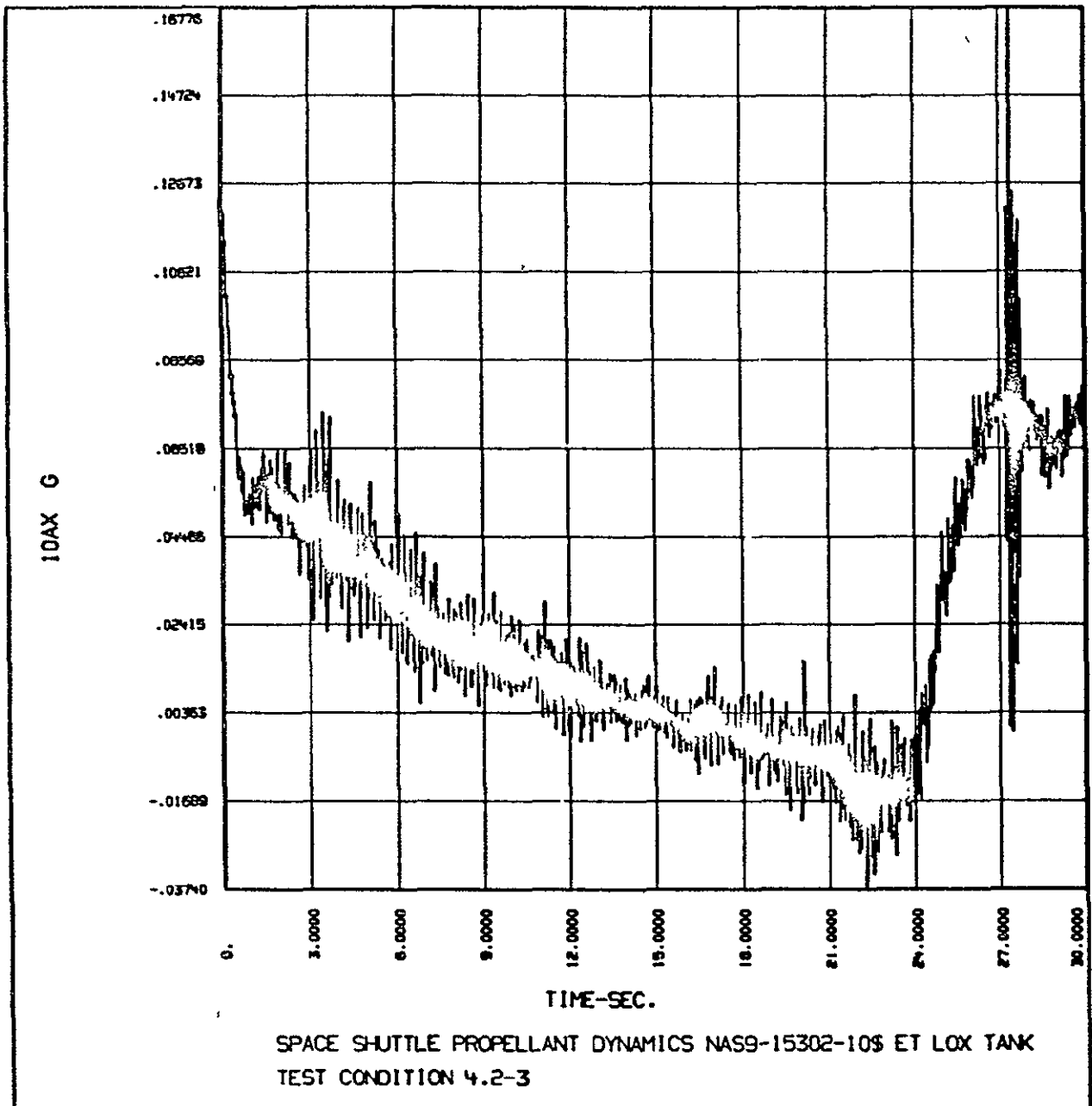
Target Acceleration—0.1 g



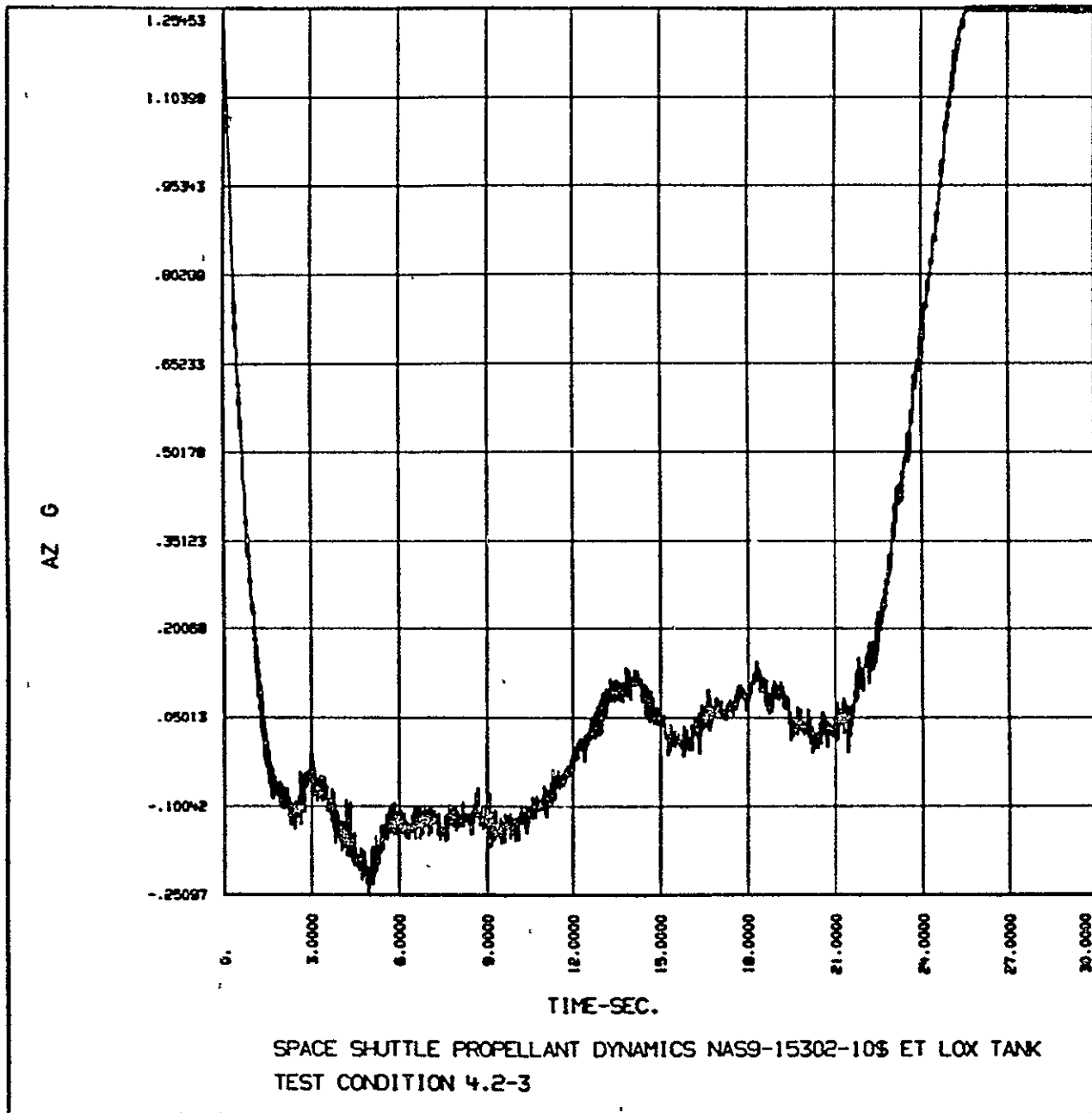


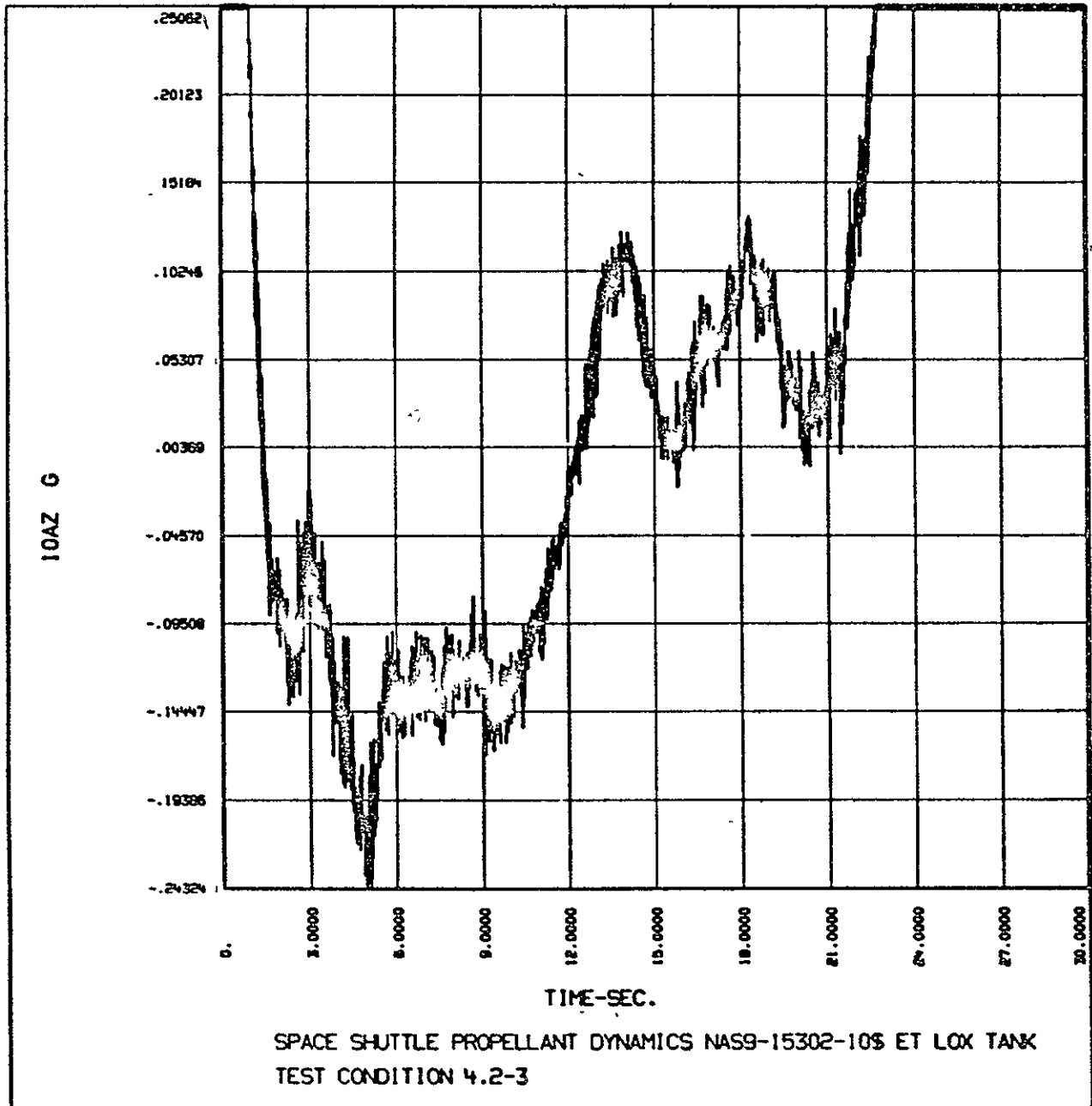




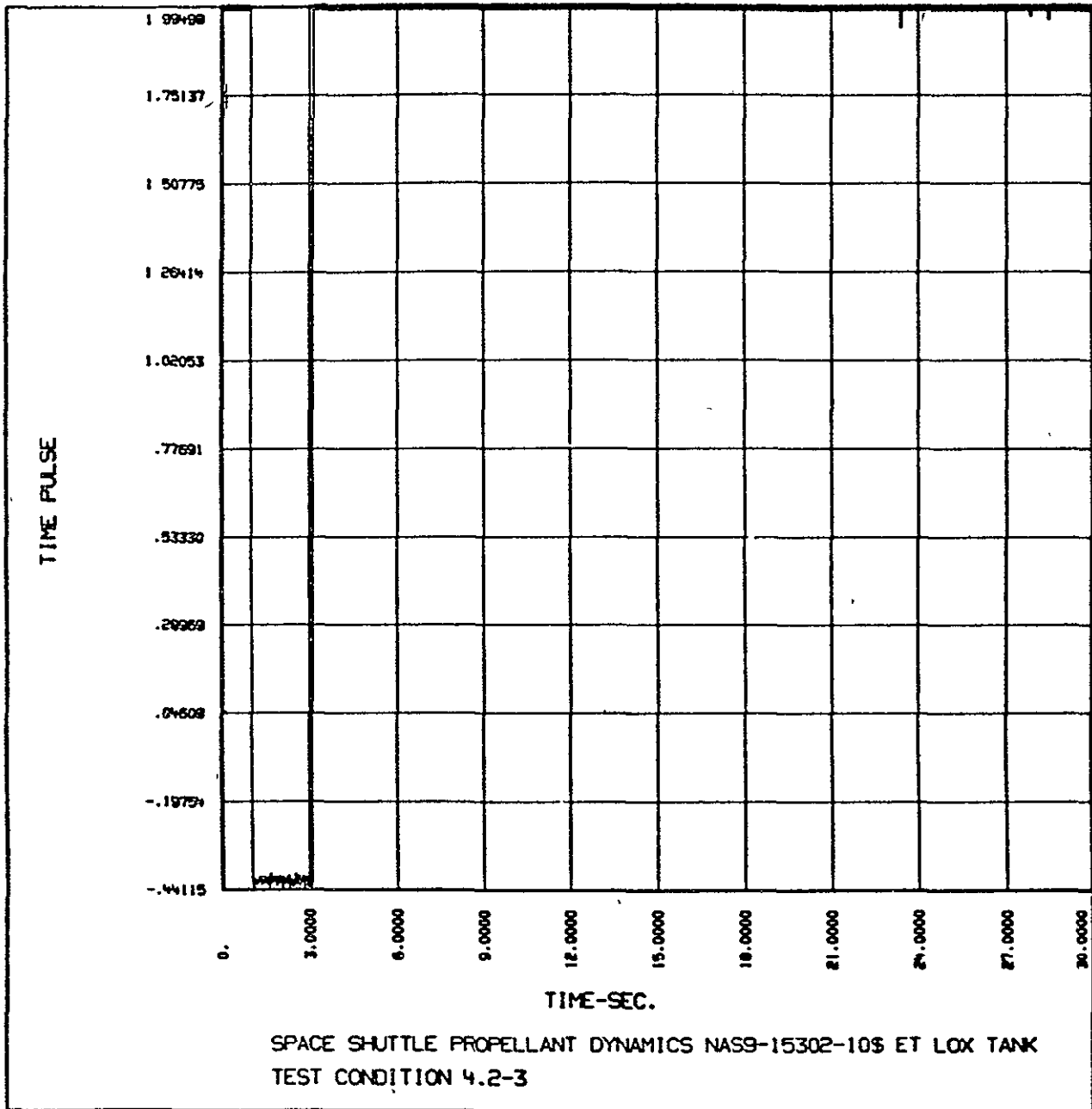


A-300

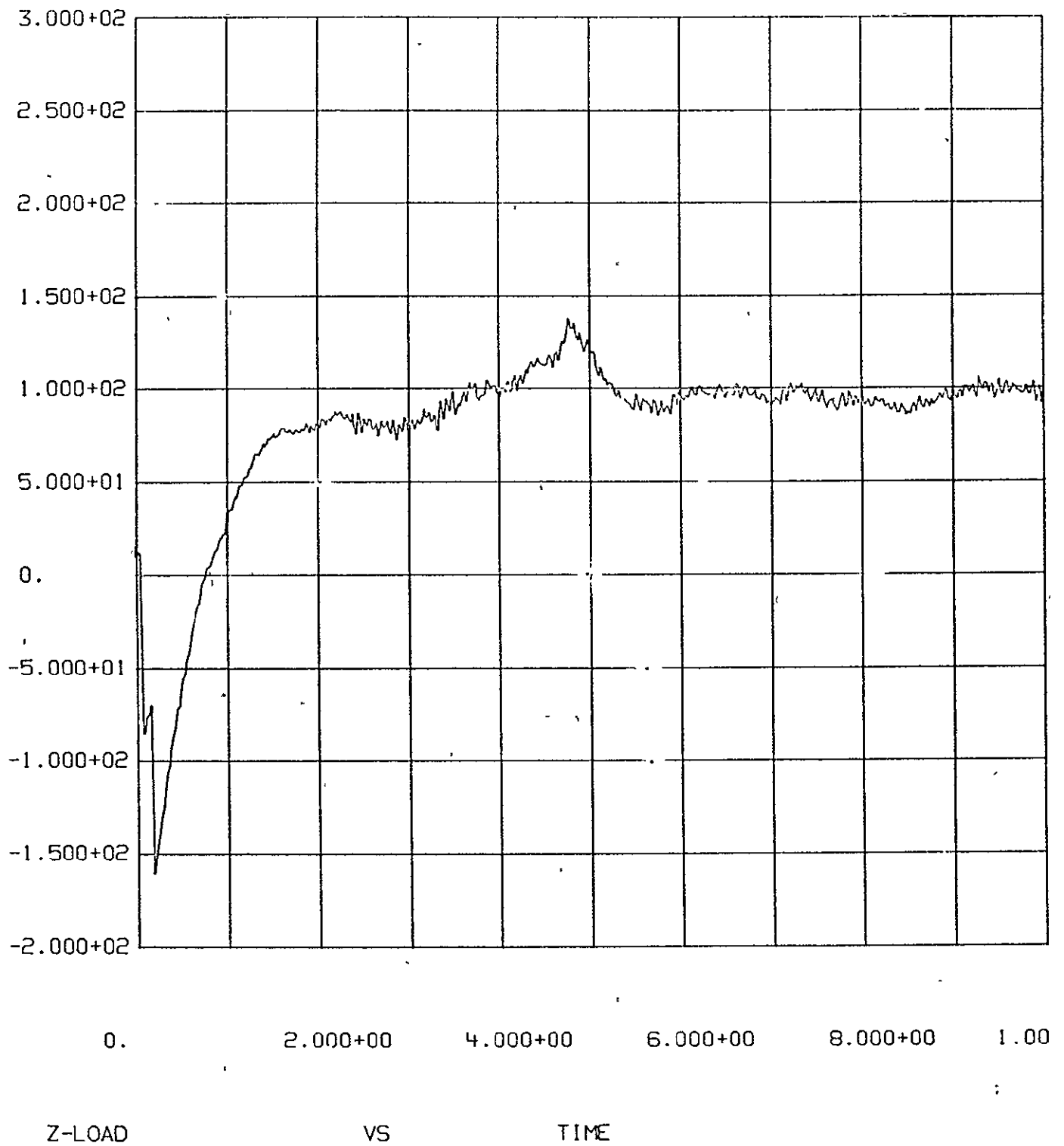




A-302

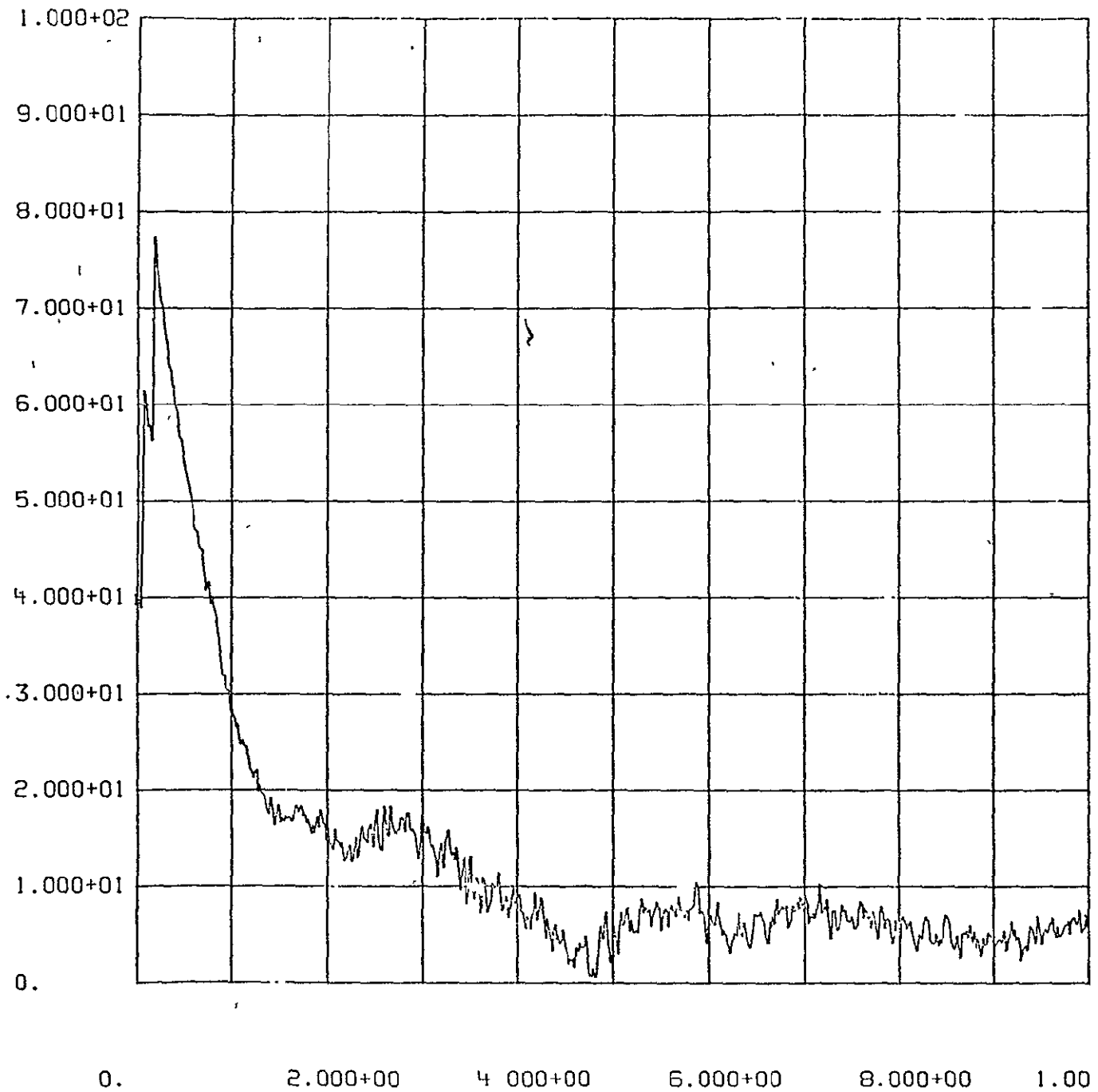


A-303



1 FLT 3 06N078 FLIGHT 4 TEST CONDITION 4.2-3 * UNFILT *

A-304



Y-LOAD

VS

TIME

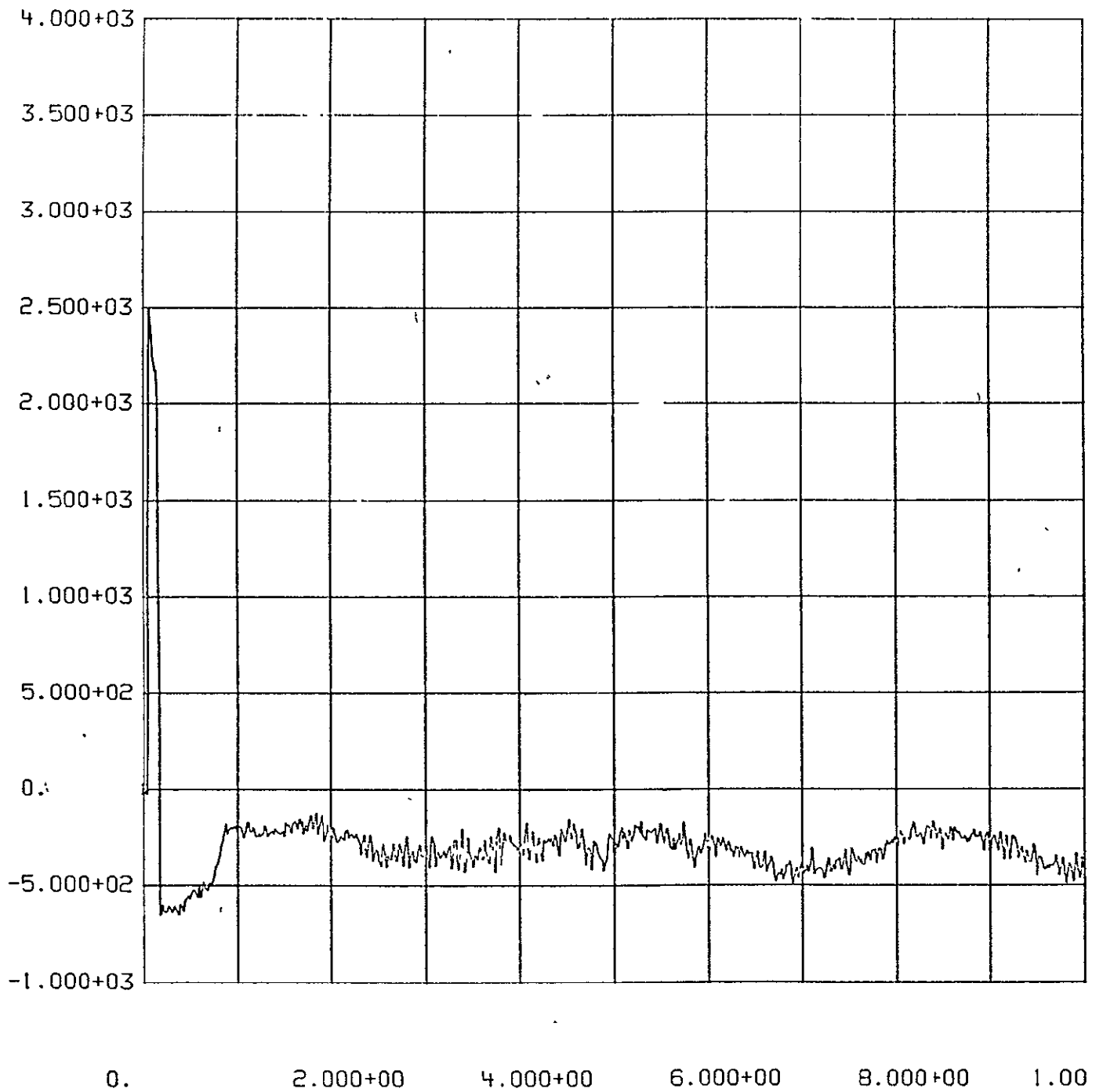
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.2-3 * UNFILT *

A-305



MOMENT

VS

TIME

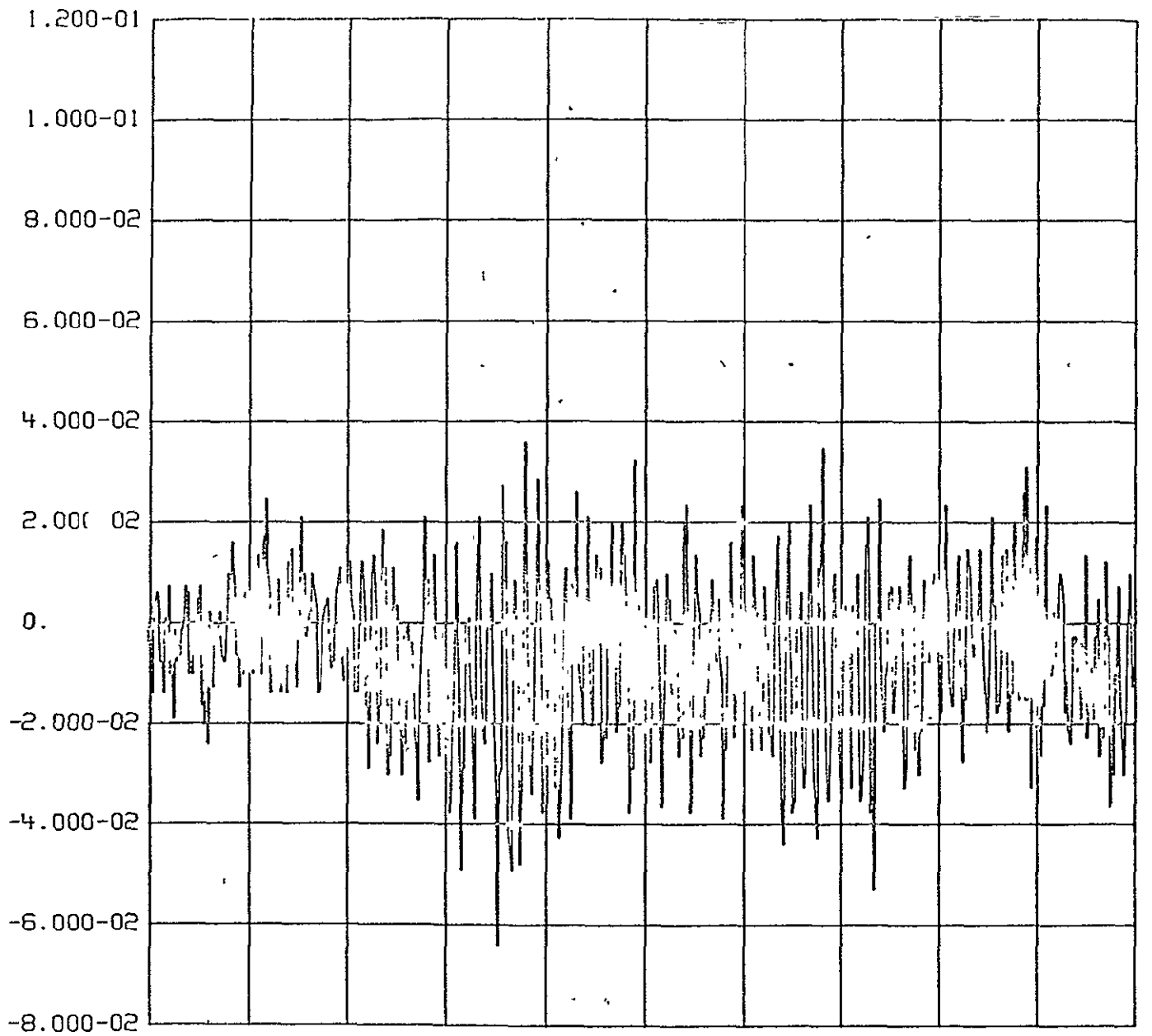
1

FLT 3,

06N078

FLIGHT 4 TEST CONDITION 4.2-3 * UNFILT *

A-306

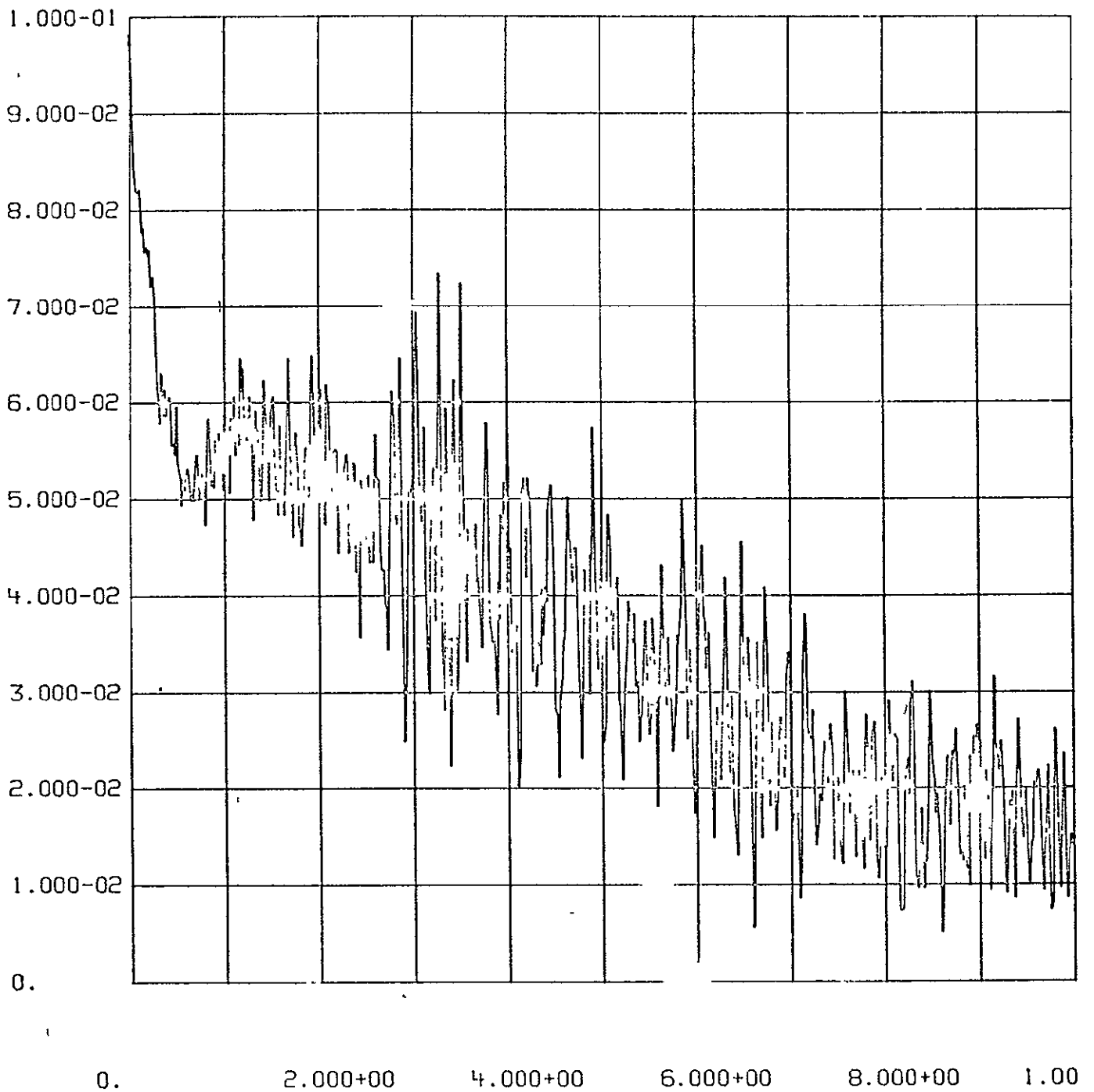


0. 2.000+00 4.000+00 6.000+00 8.000+00 1.00

AC YAC VS TIME

1 FLT 3 06N078 FLIGHT 4 TEST CONDITION 4.2-3 * UNFILT *

.A-307



AC XAC

VS

TIME

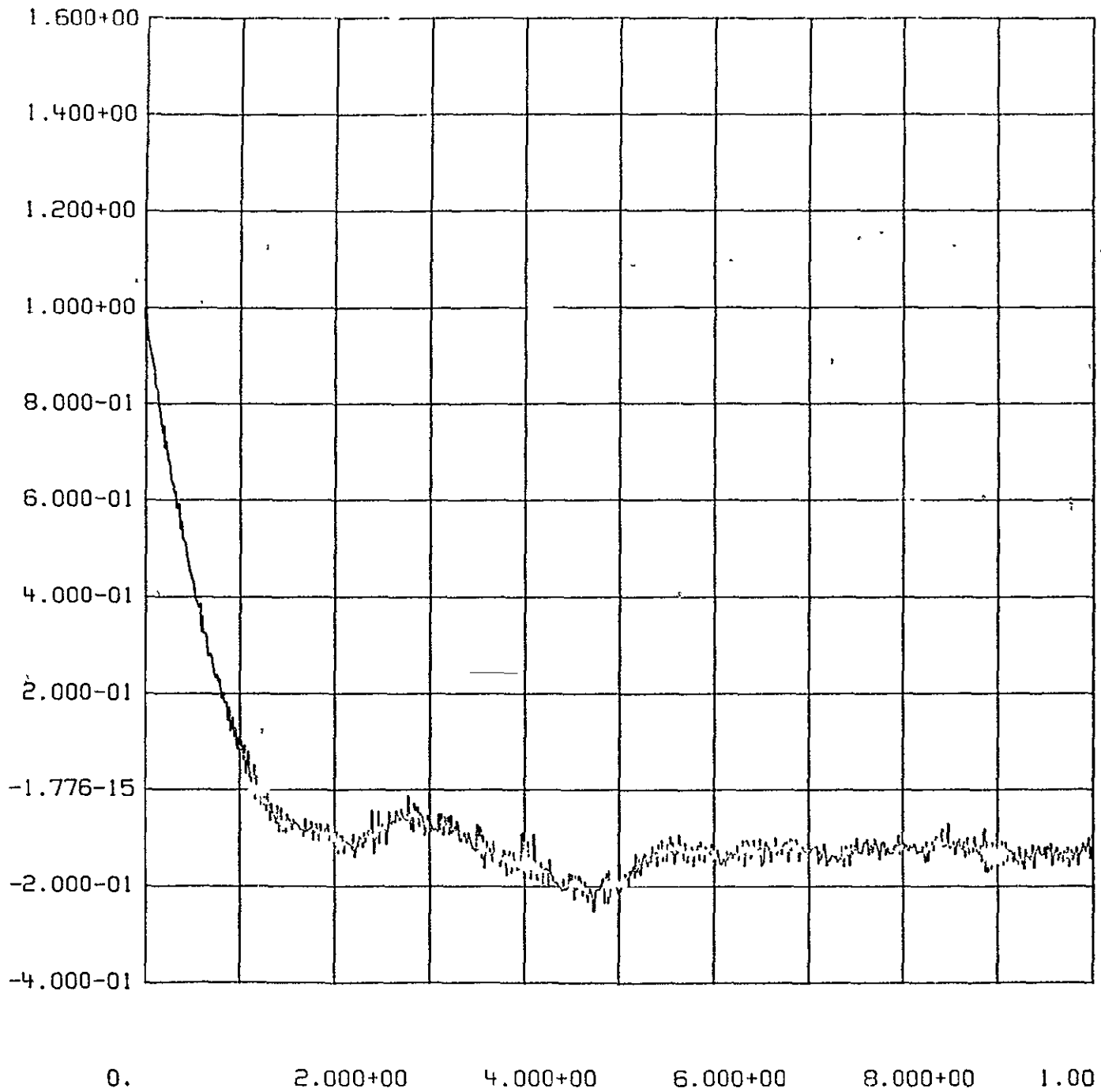
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.2-3 * UNFILT *

A-308



AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.2-3 * UNFILT *

Test Data Condition 4.3-2

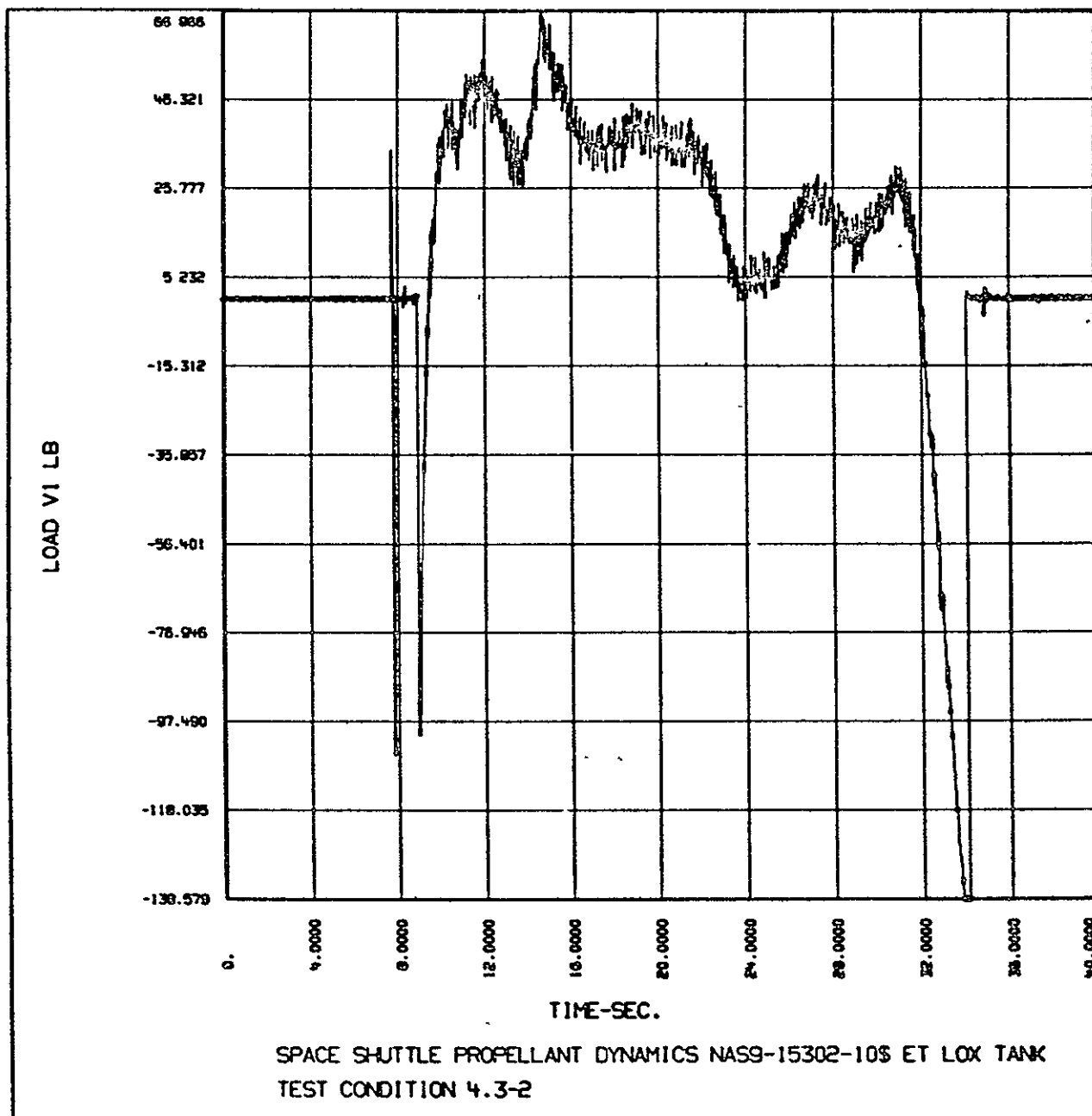
Baffles

Test Fluid — Water

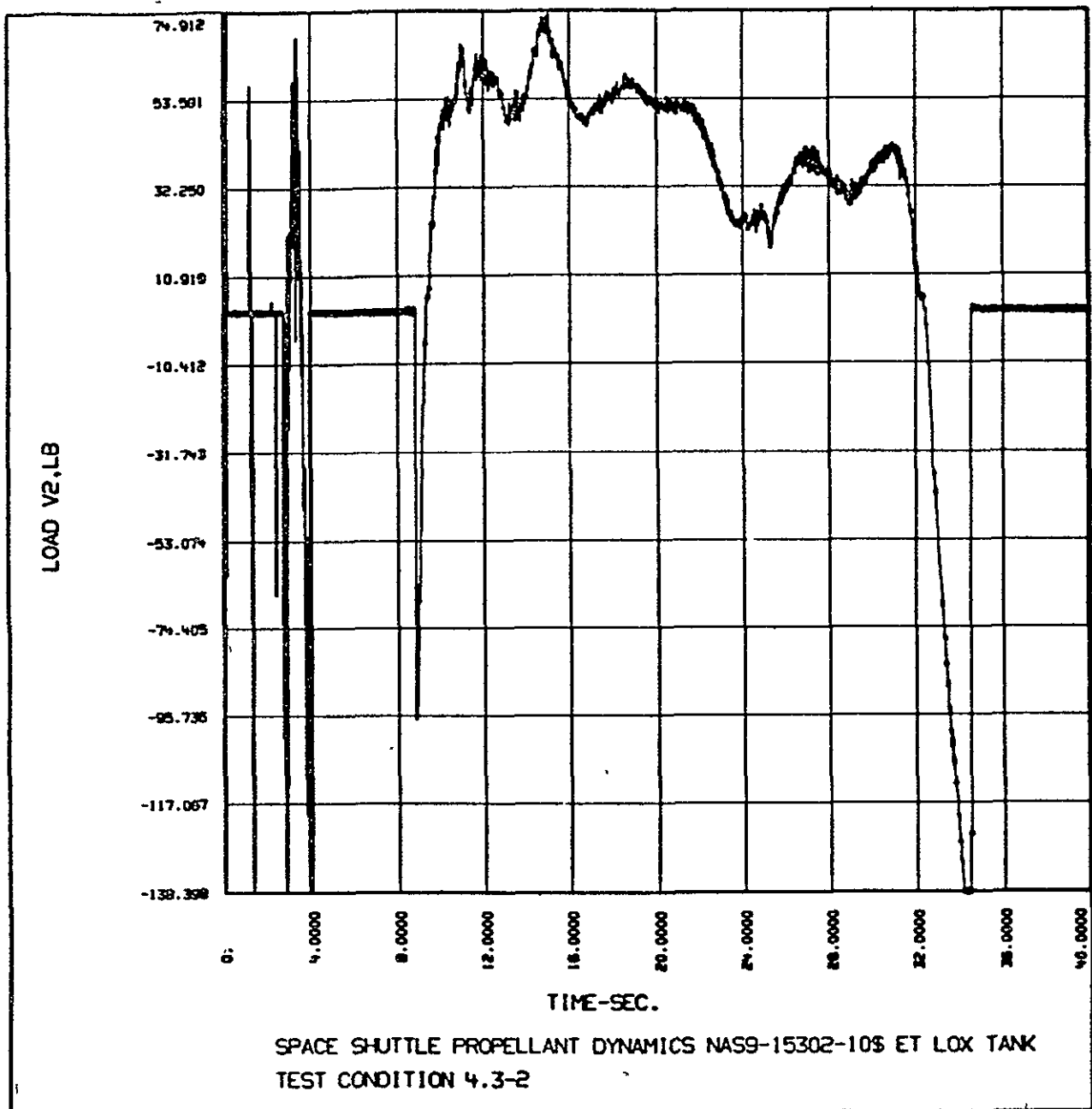
Orientation — 13°

Fill Volume — 10%

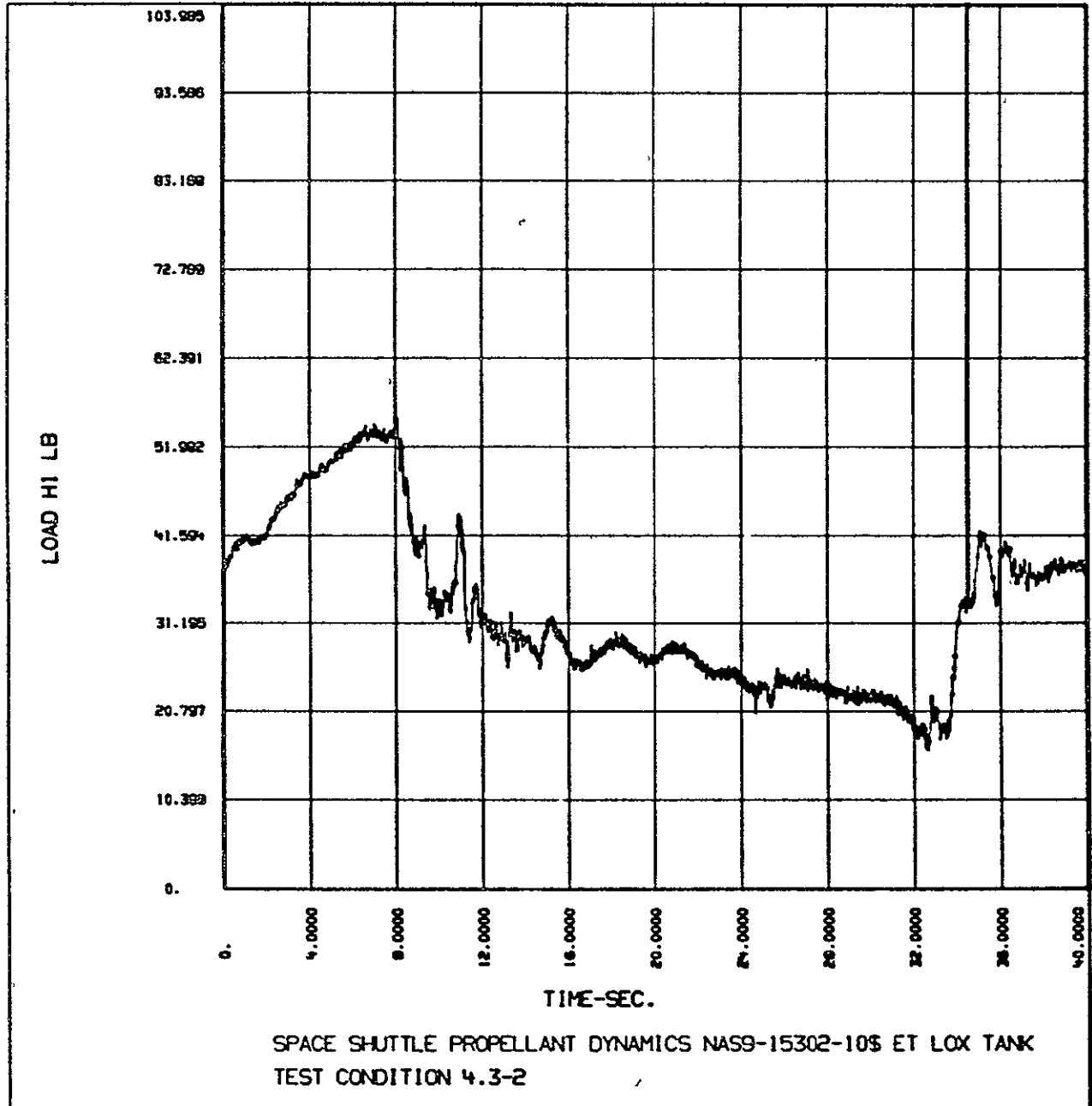
Target Acceleration—0.1 g



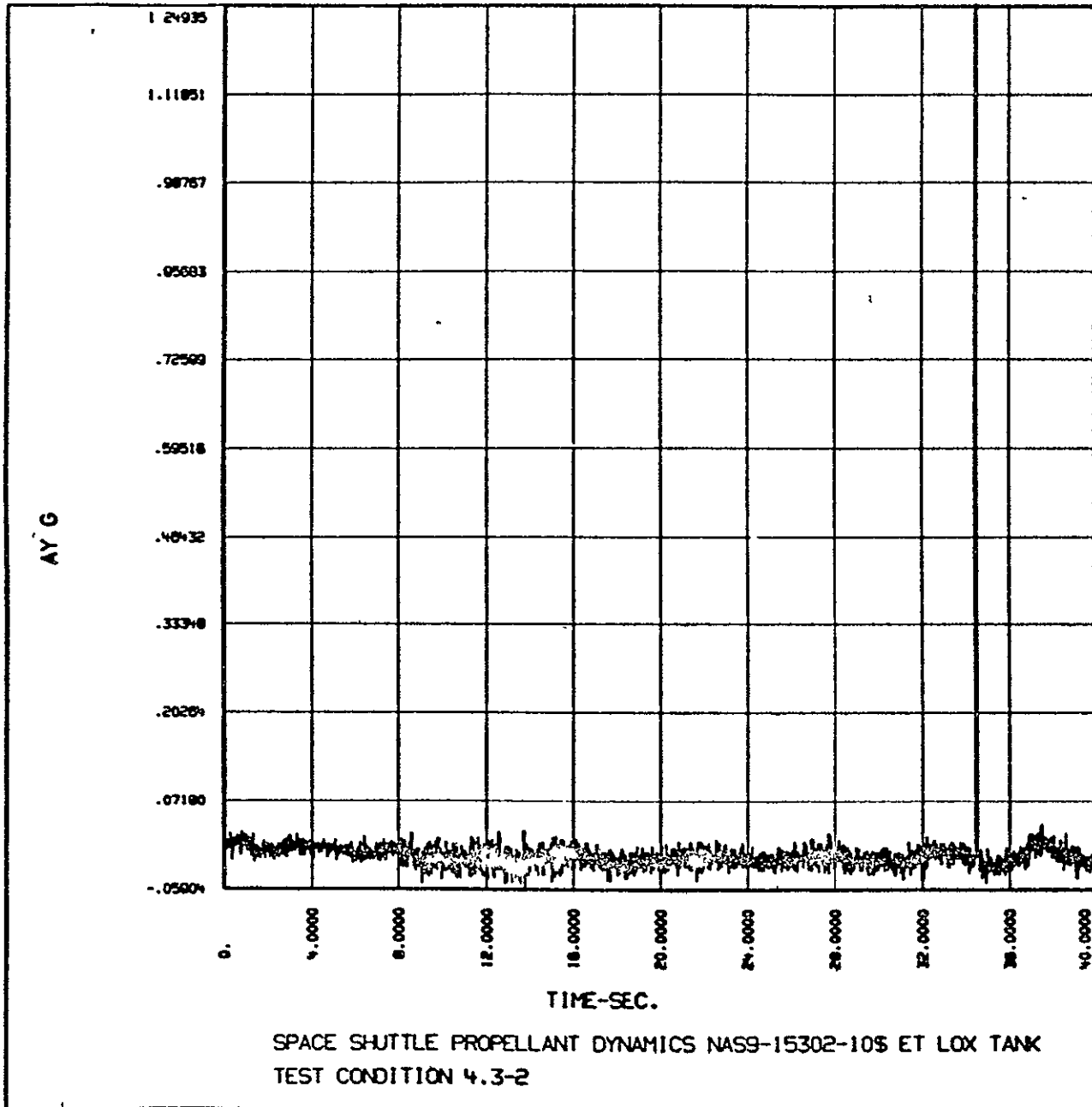
A-310

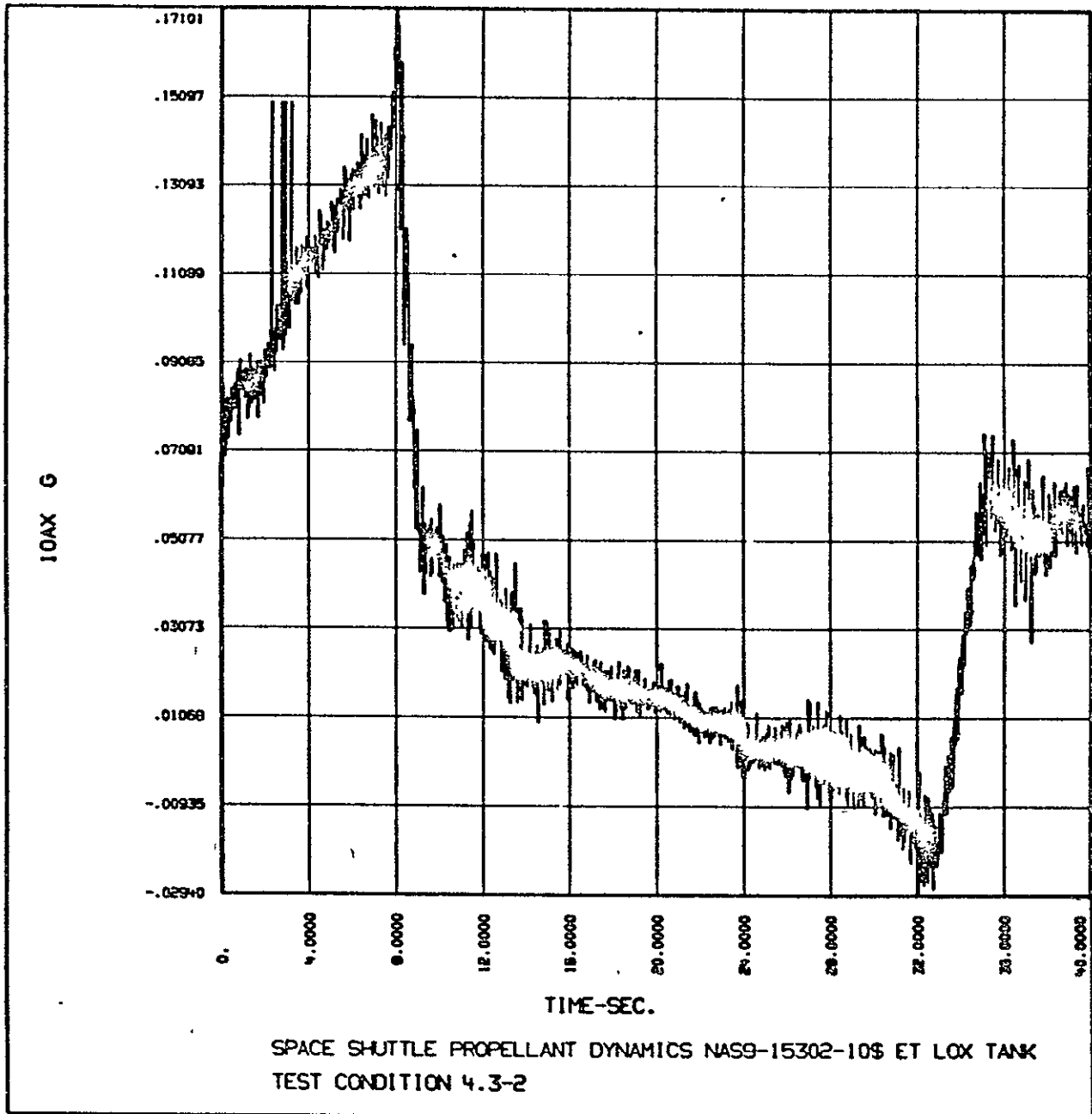


A-311

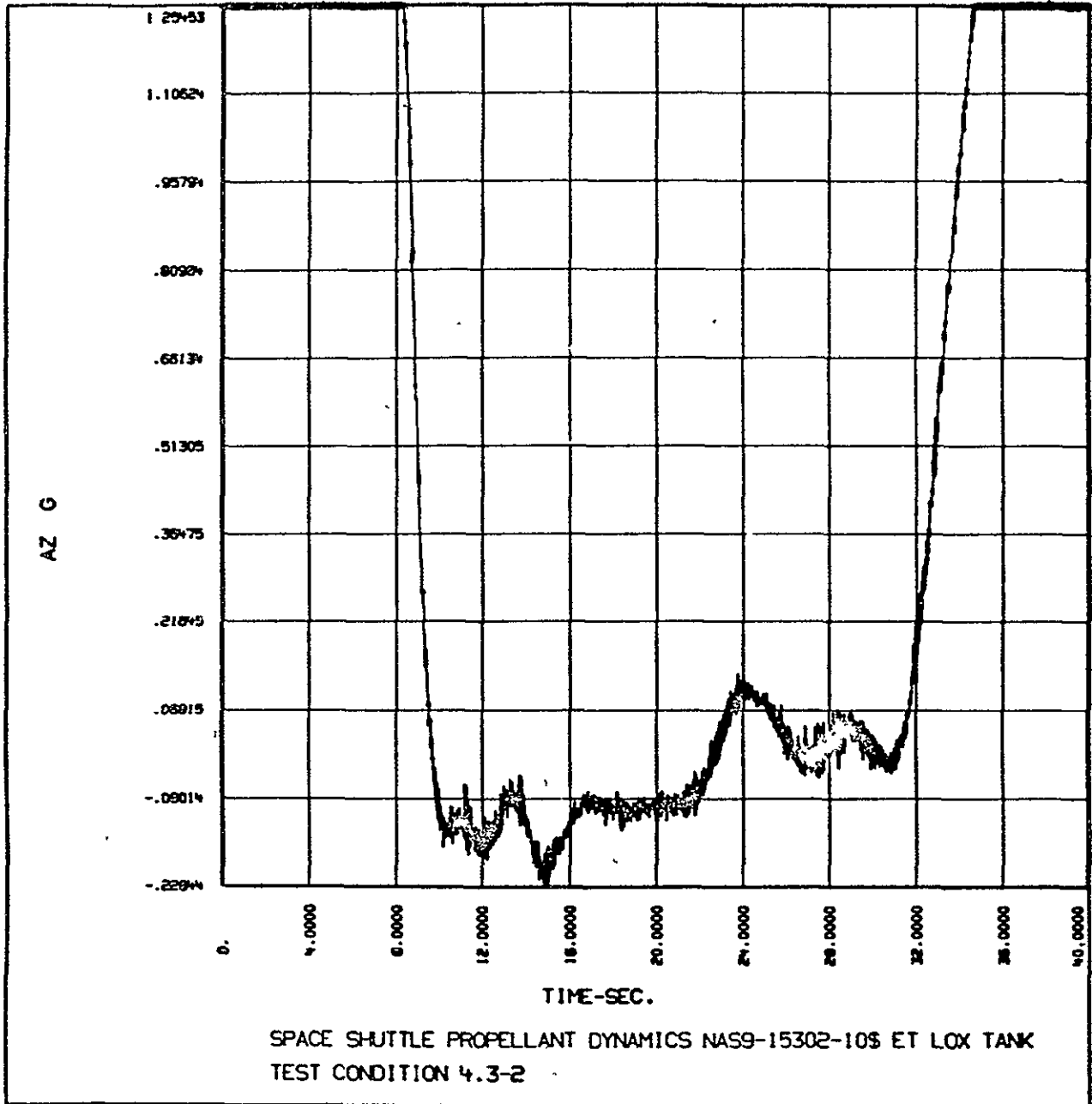


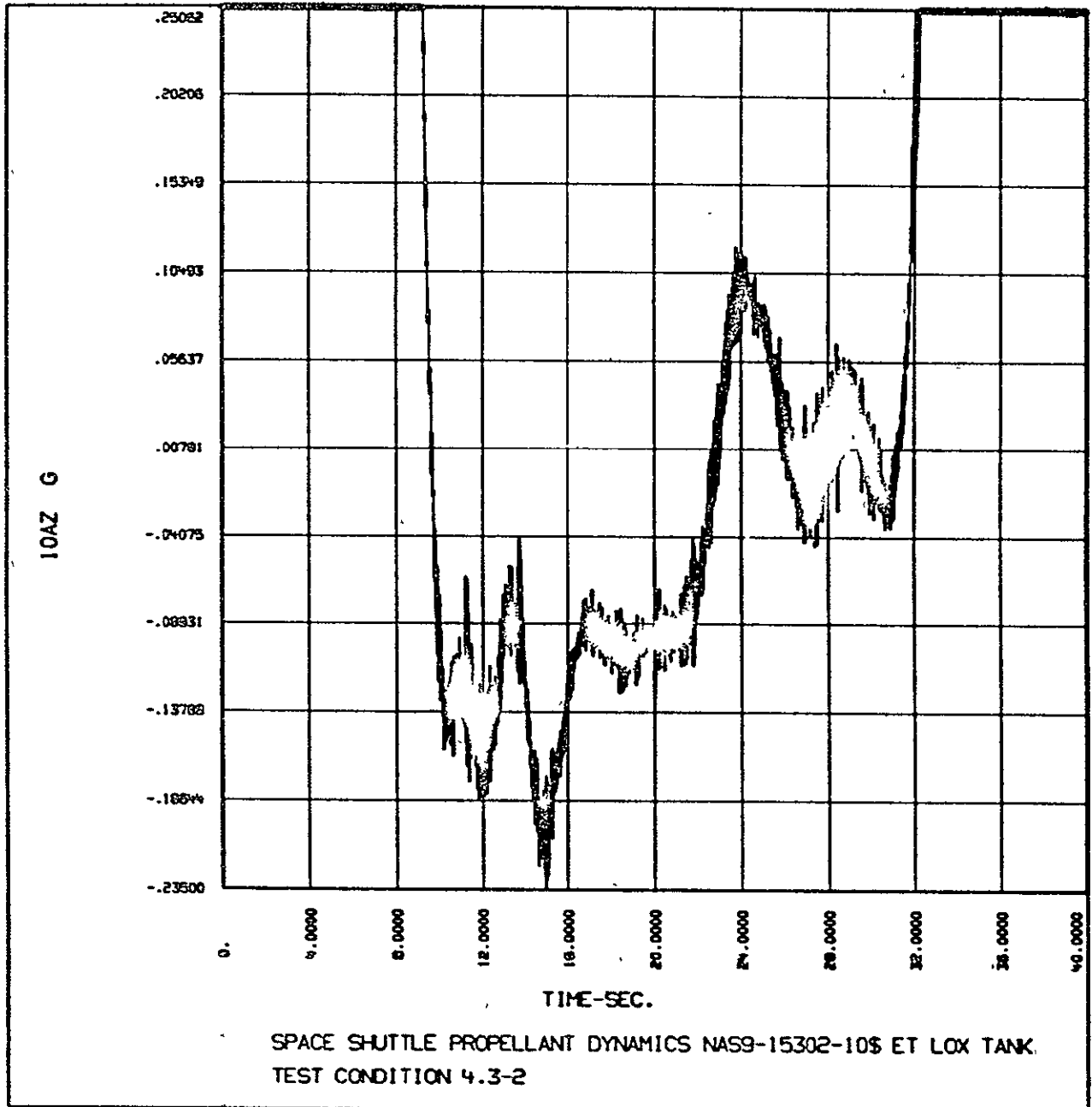
A-312



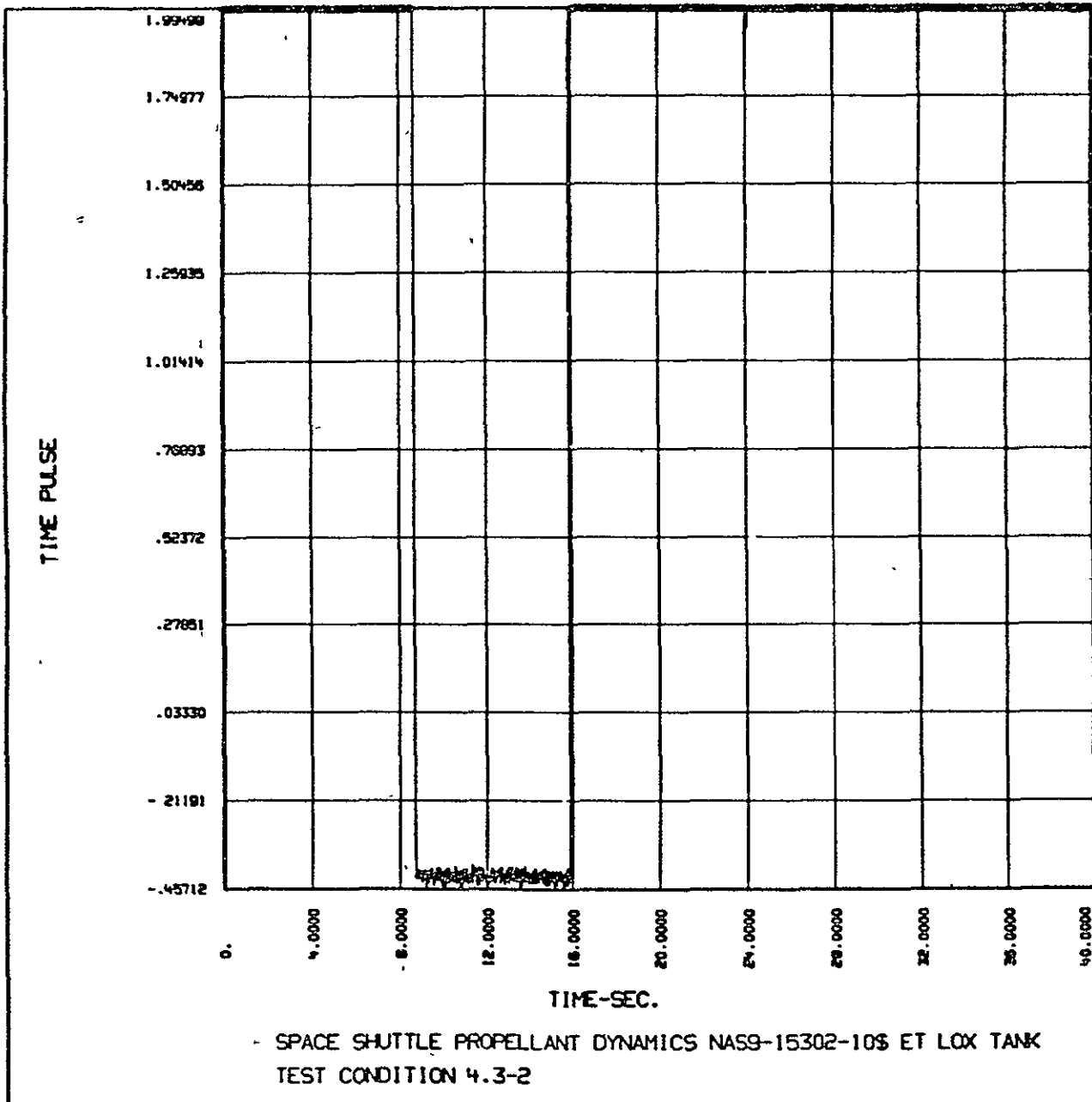


A-314

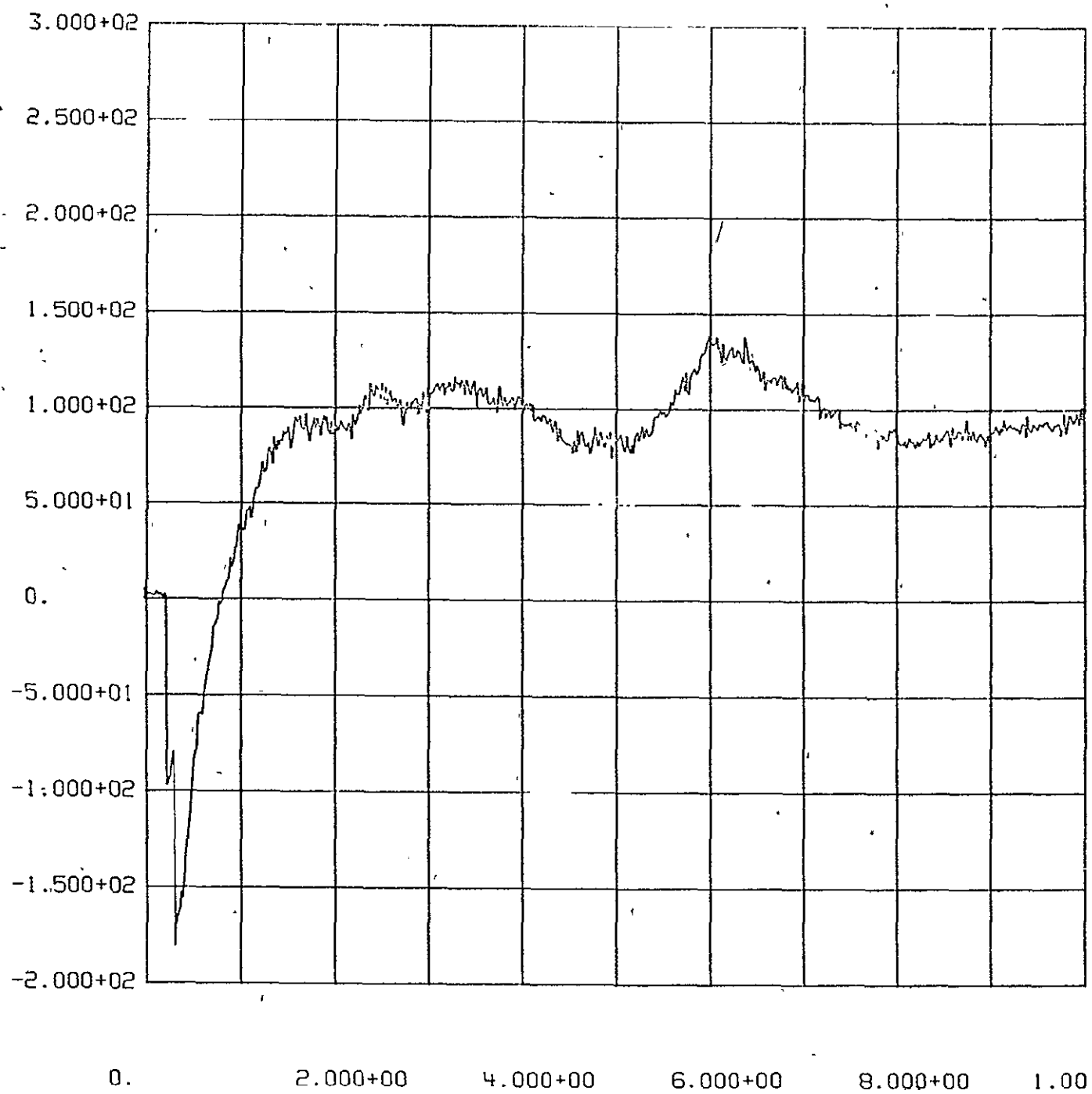




A-316



A-317



Z-LOAD

VS

TIME

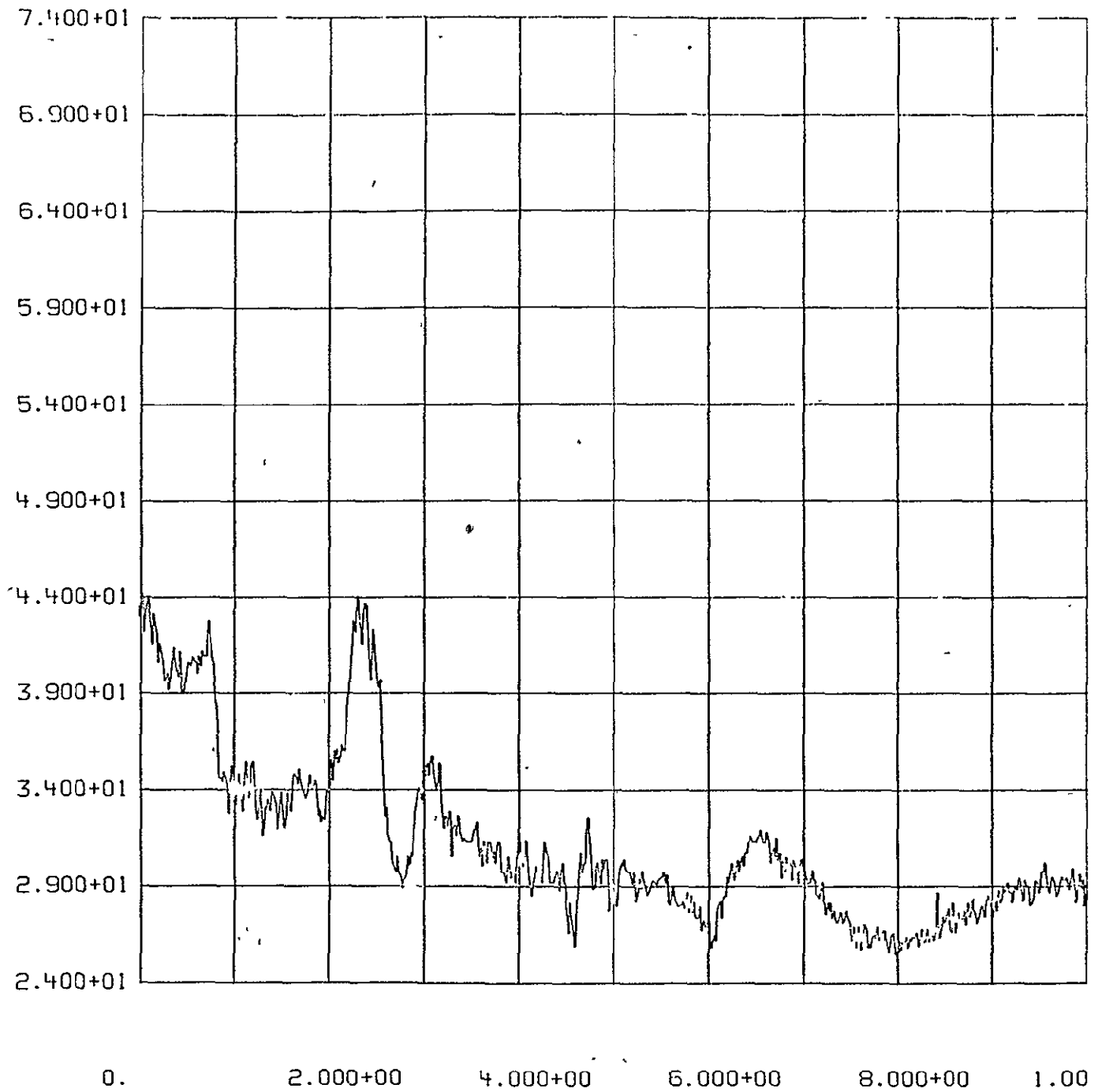
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.3-2 * UNFILT *

A-318



Y-LOAD

VS

TIME

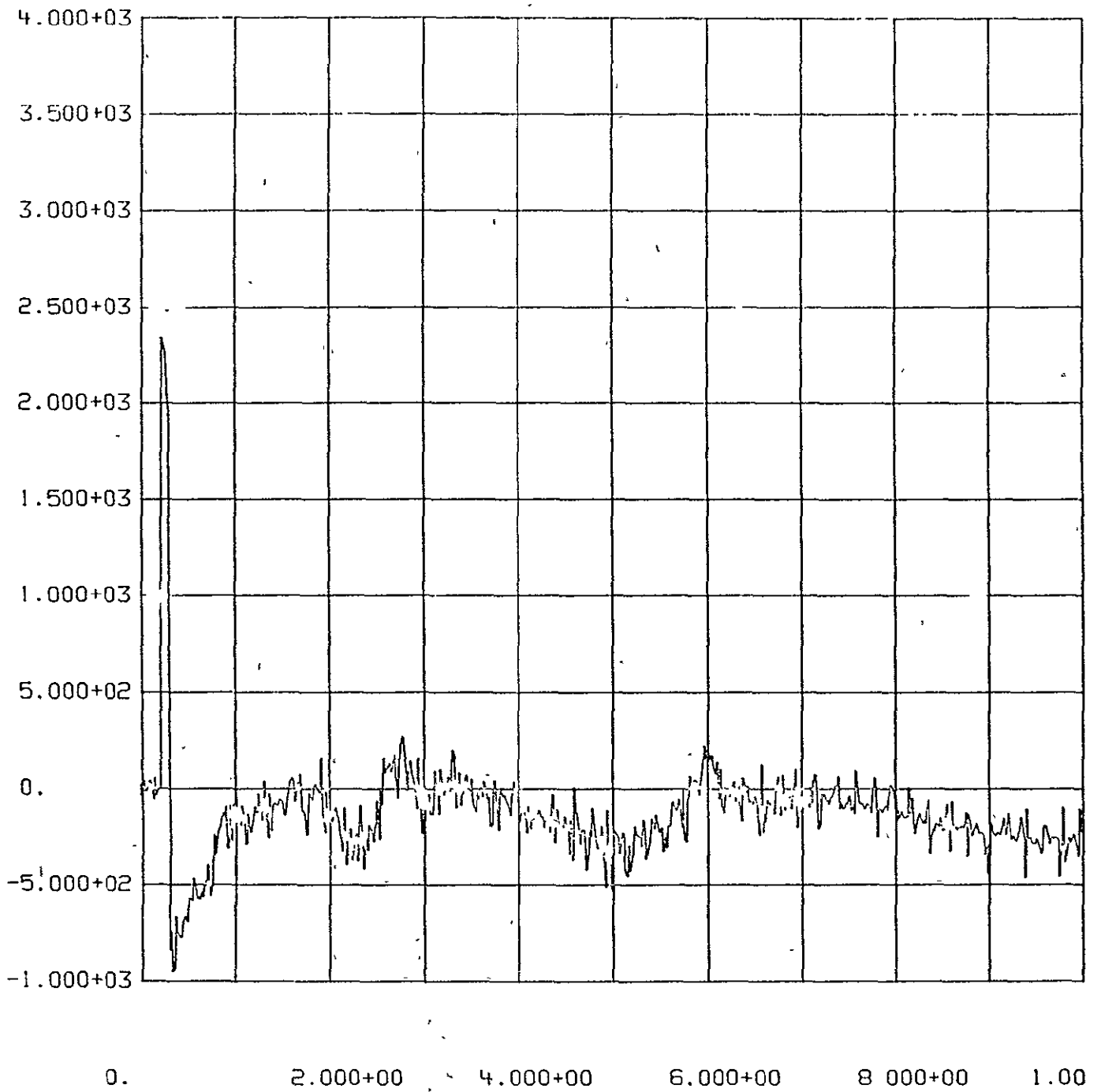
1

FLT 3

06NOV78

FLIGHT 4 TEST CONDITION 4.3-2 * UNFILT *

A-319



MOMENT

VS

TIME

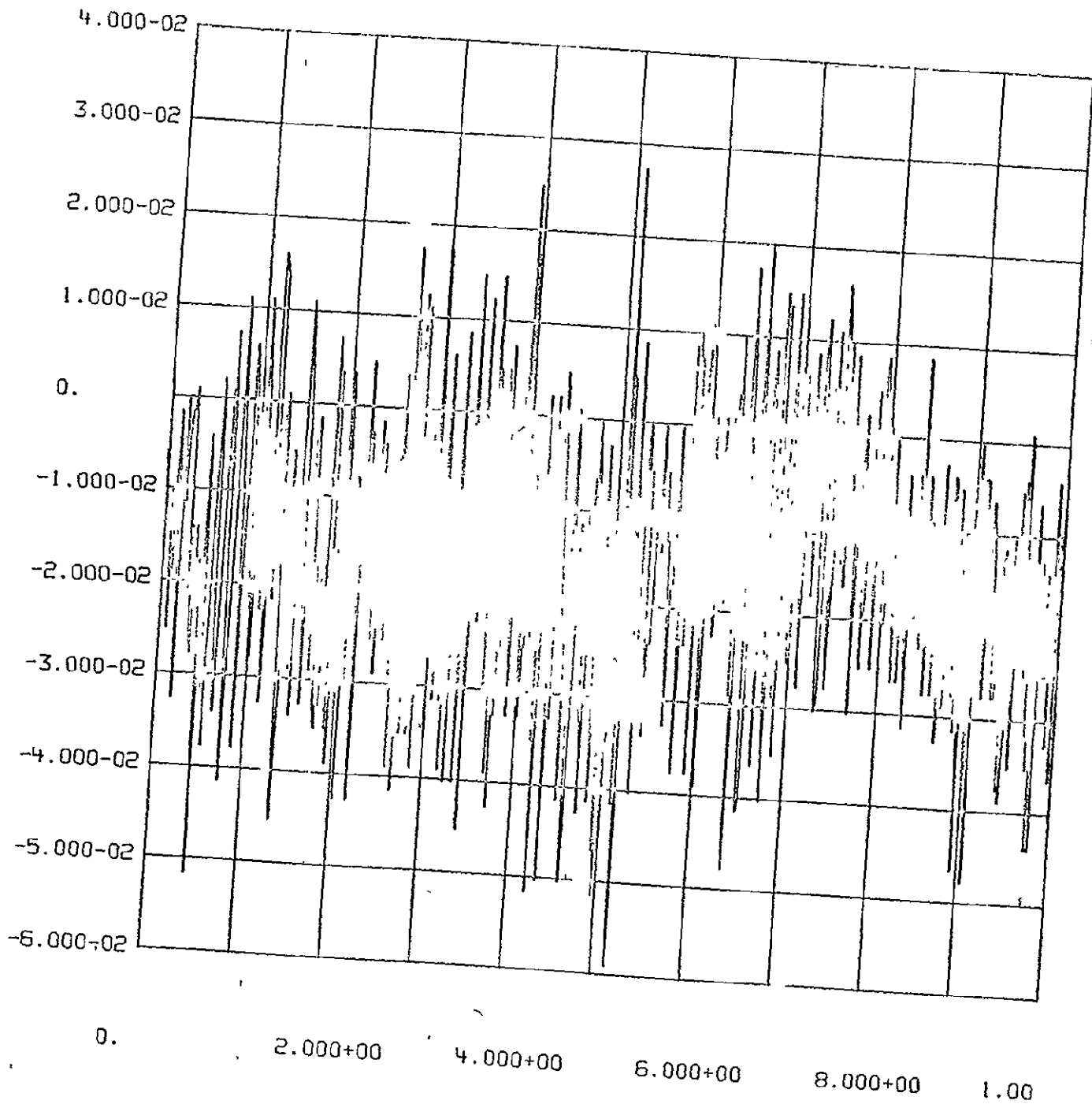
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.3-2 * UNFILT *

A-320



AC YAC

VS

TIME

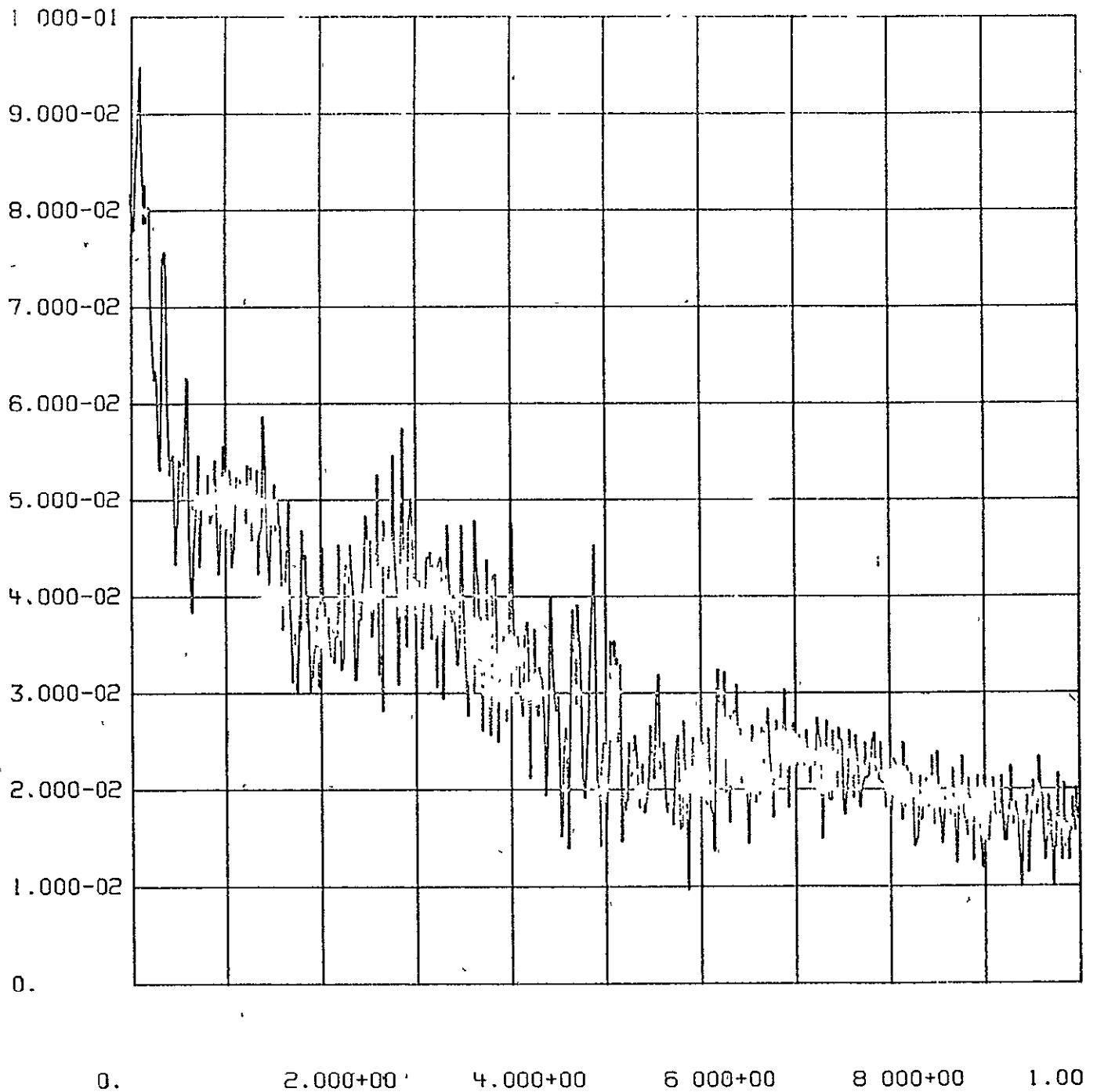
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.3-2 * UNFILT *

A-321



AC XAC

VS

TIME

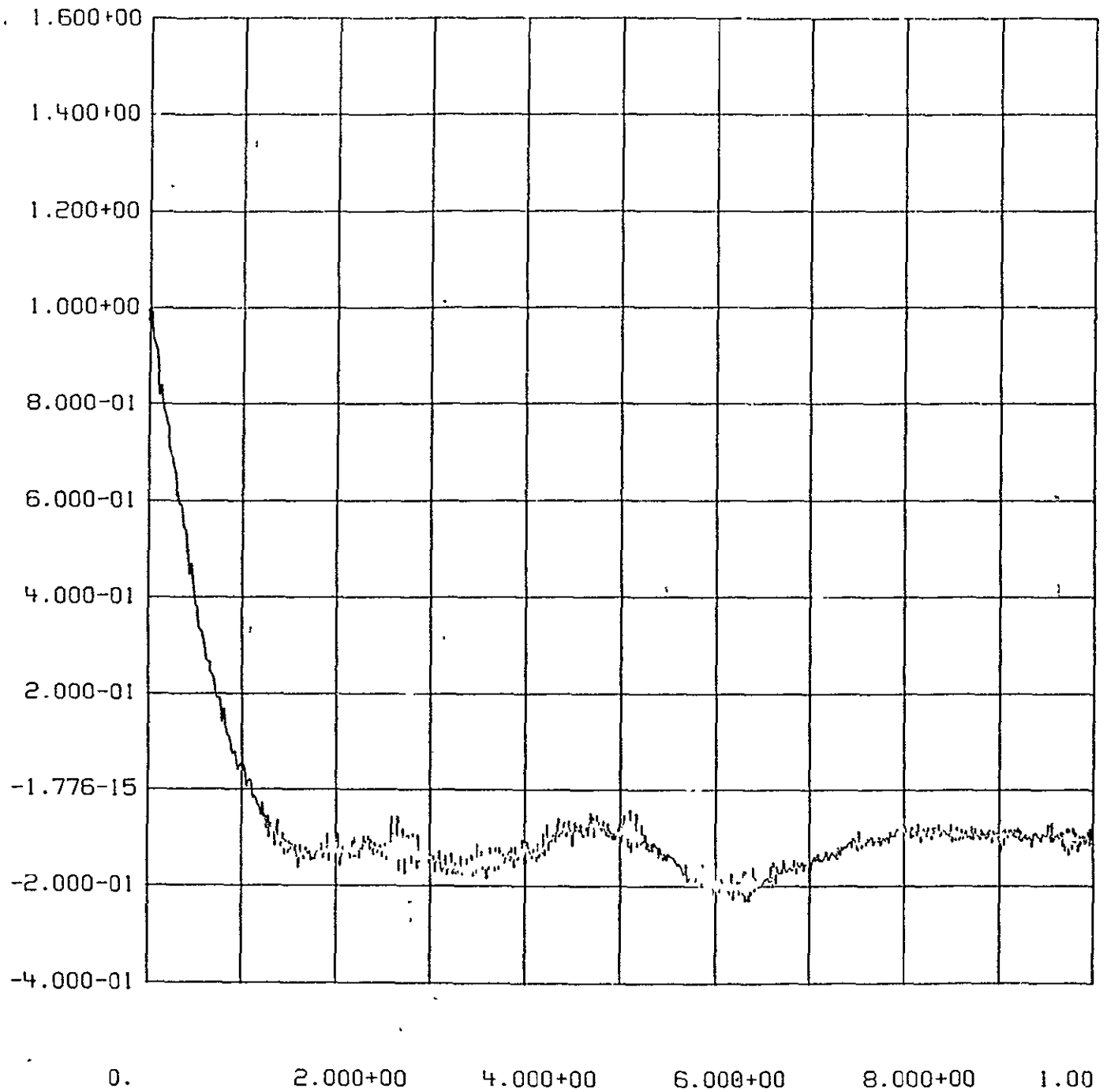
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.3-2 * UNFILT *

A-322



AC ZAC

VS

TIME

1

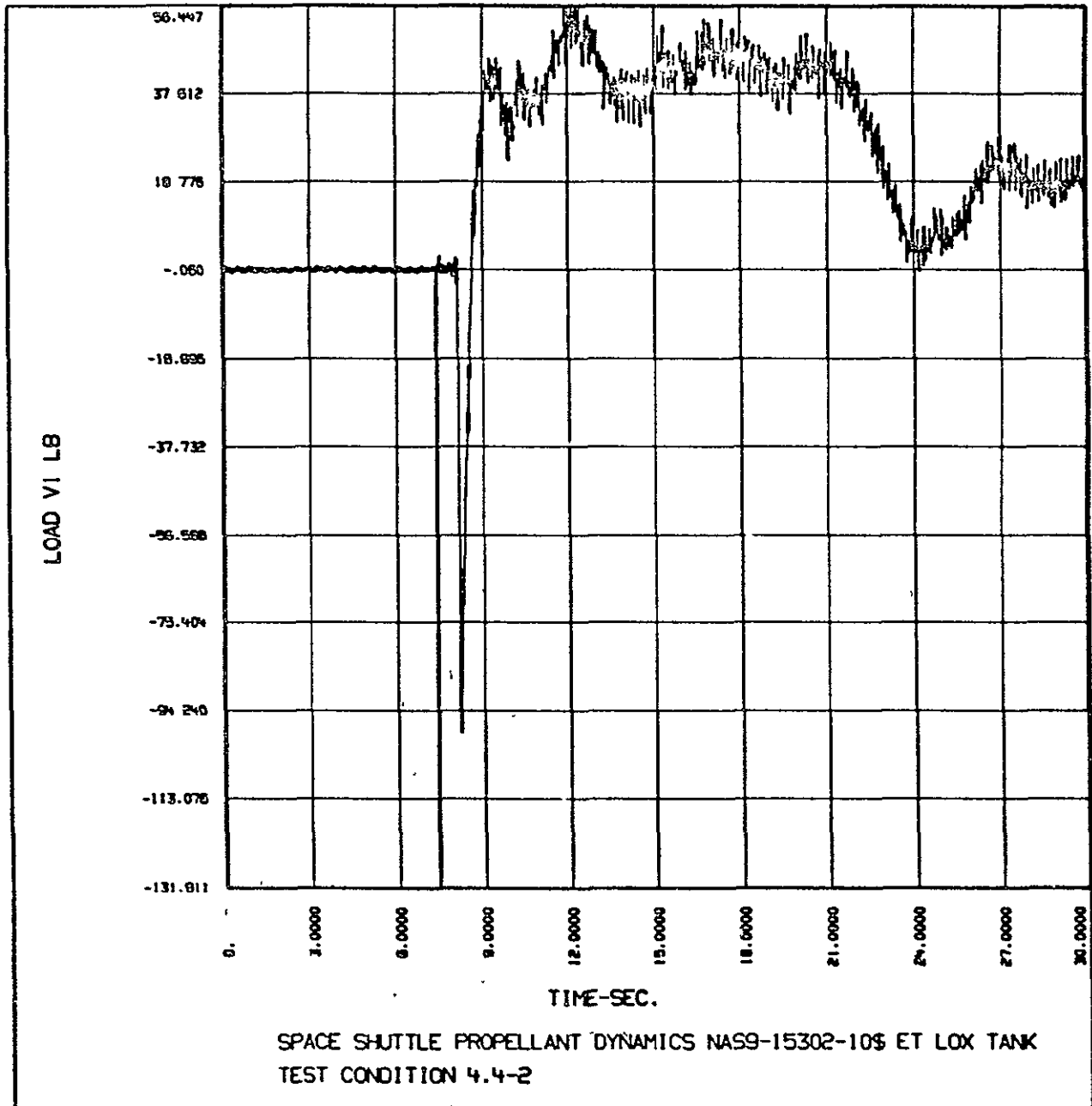
FLT 3

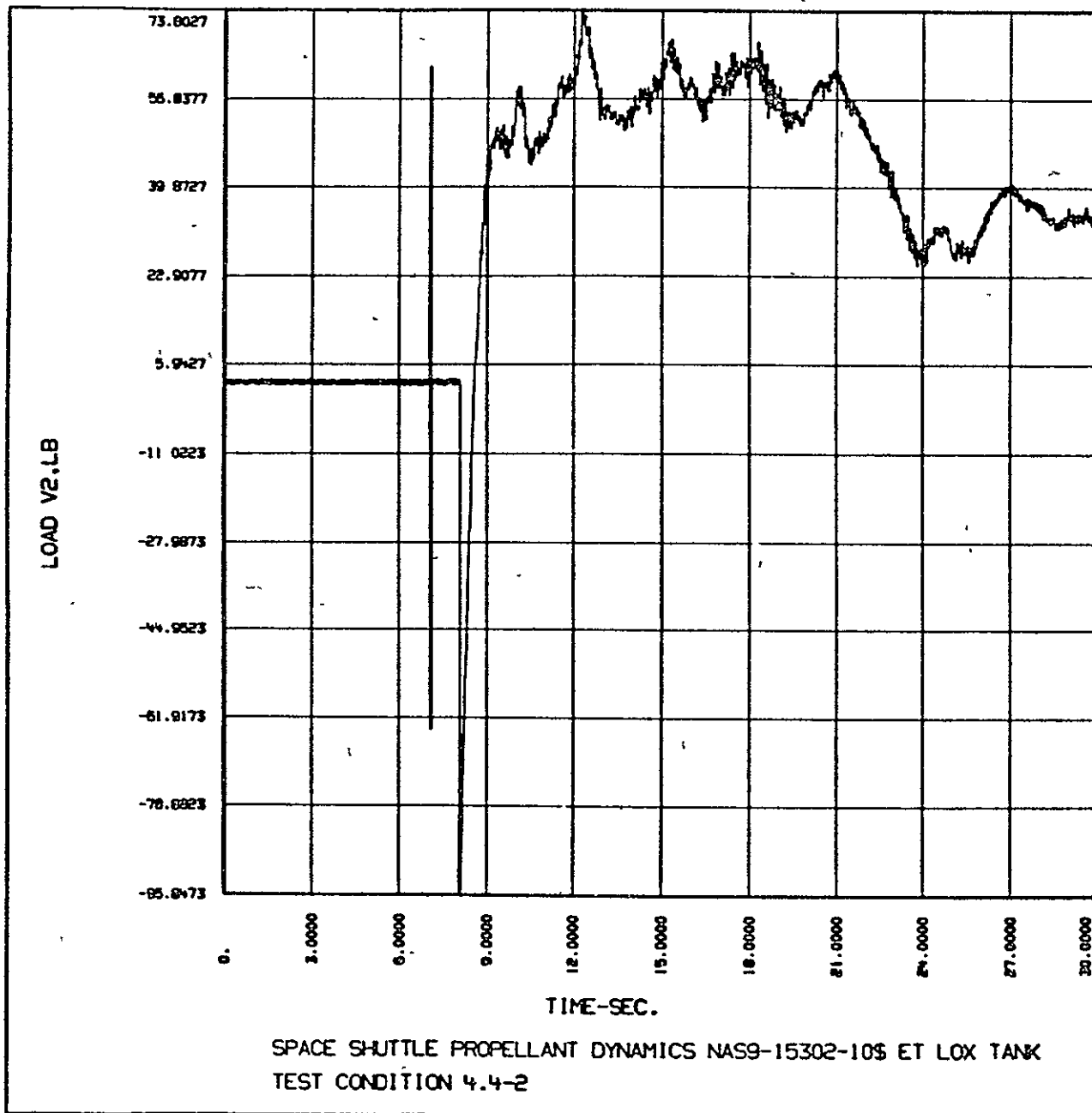
06N078

FLIGHT 4 TEST CONDITION 4.3-2 * UNFILT *

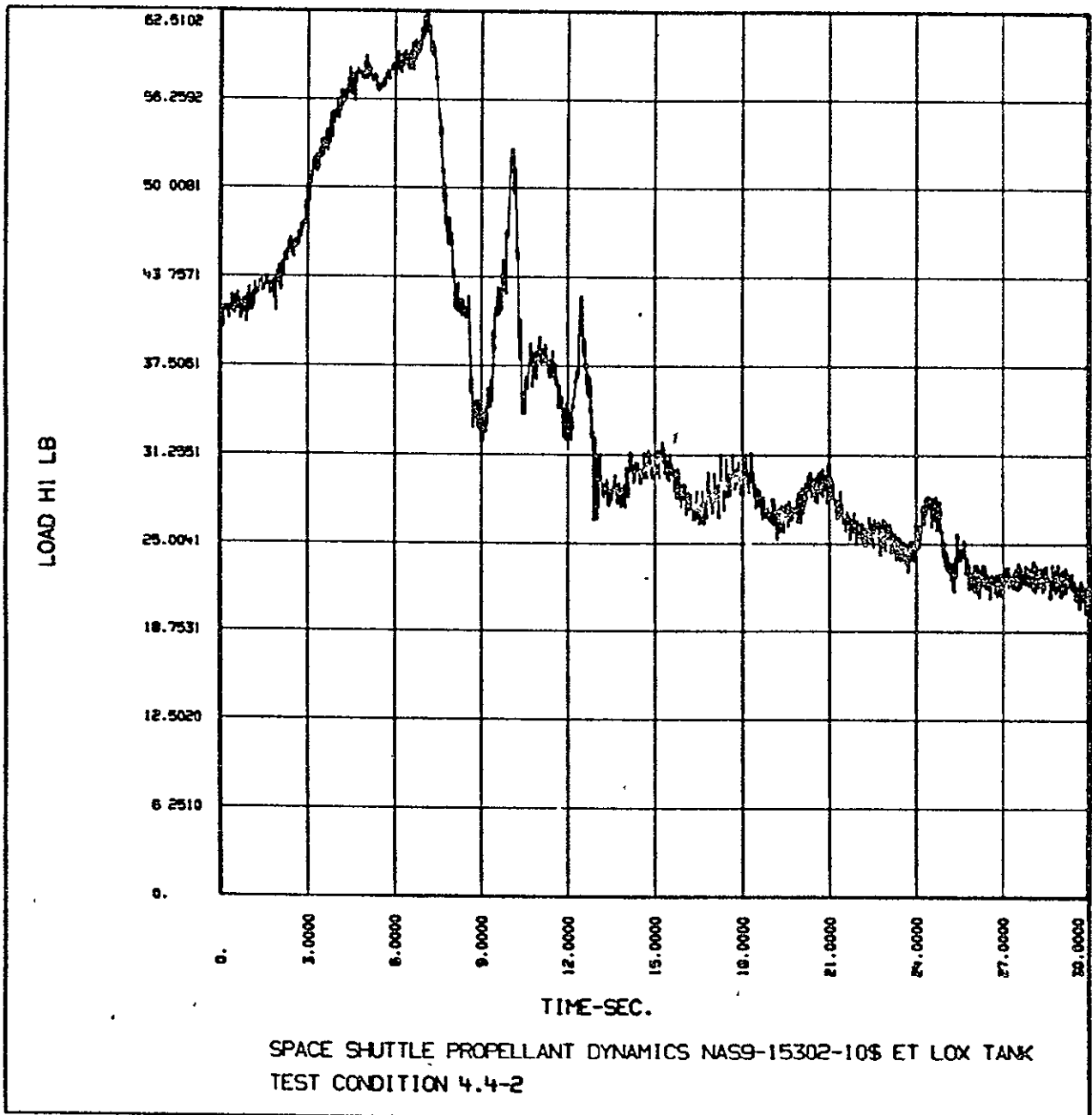
Test Data Condition 4.4-2

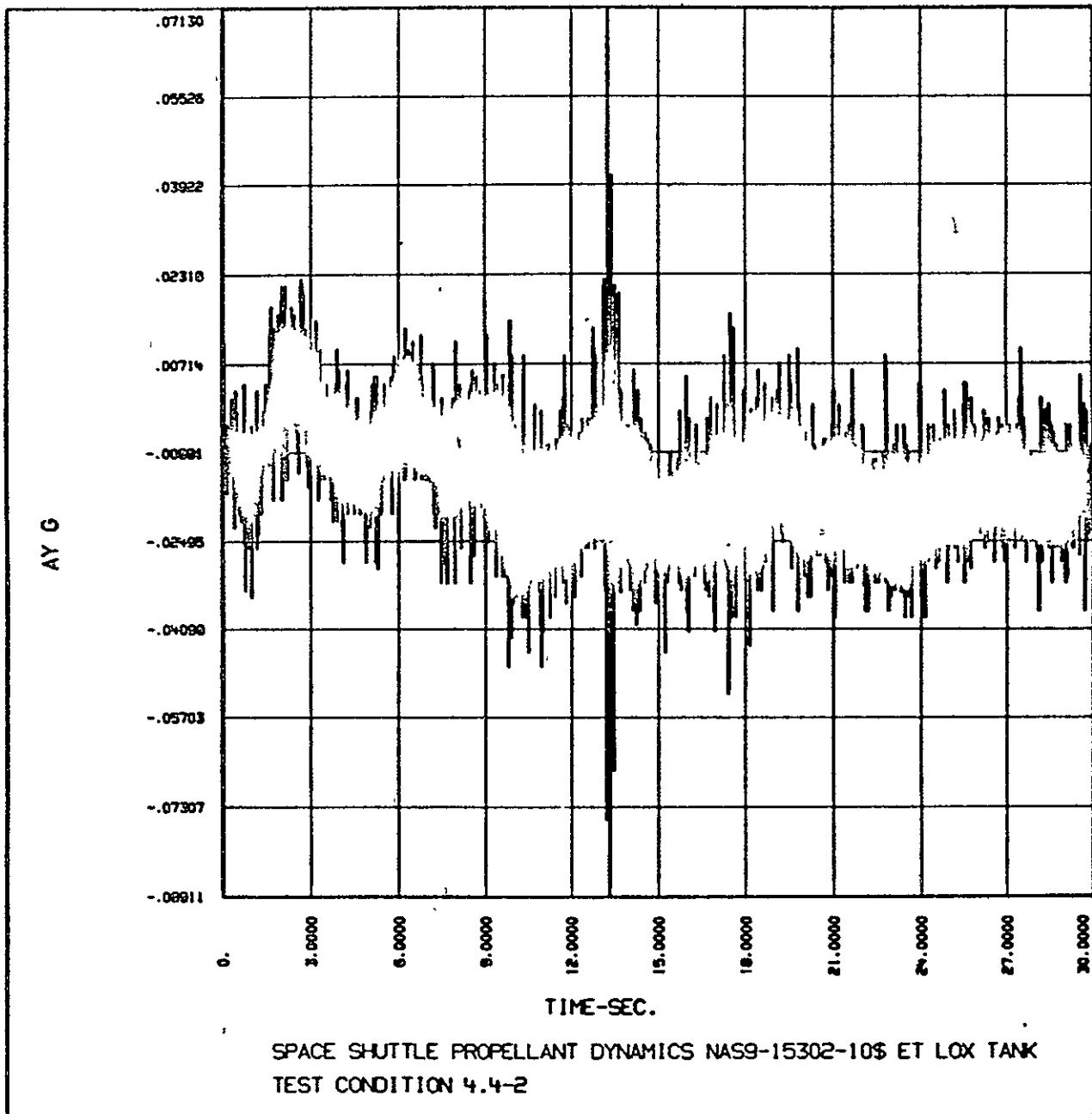
Baffles
Test Fluid – Water
Orientation – 13°
Fill Volume – 16%
Target Acceleration—0.1 g

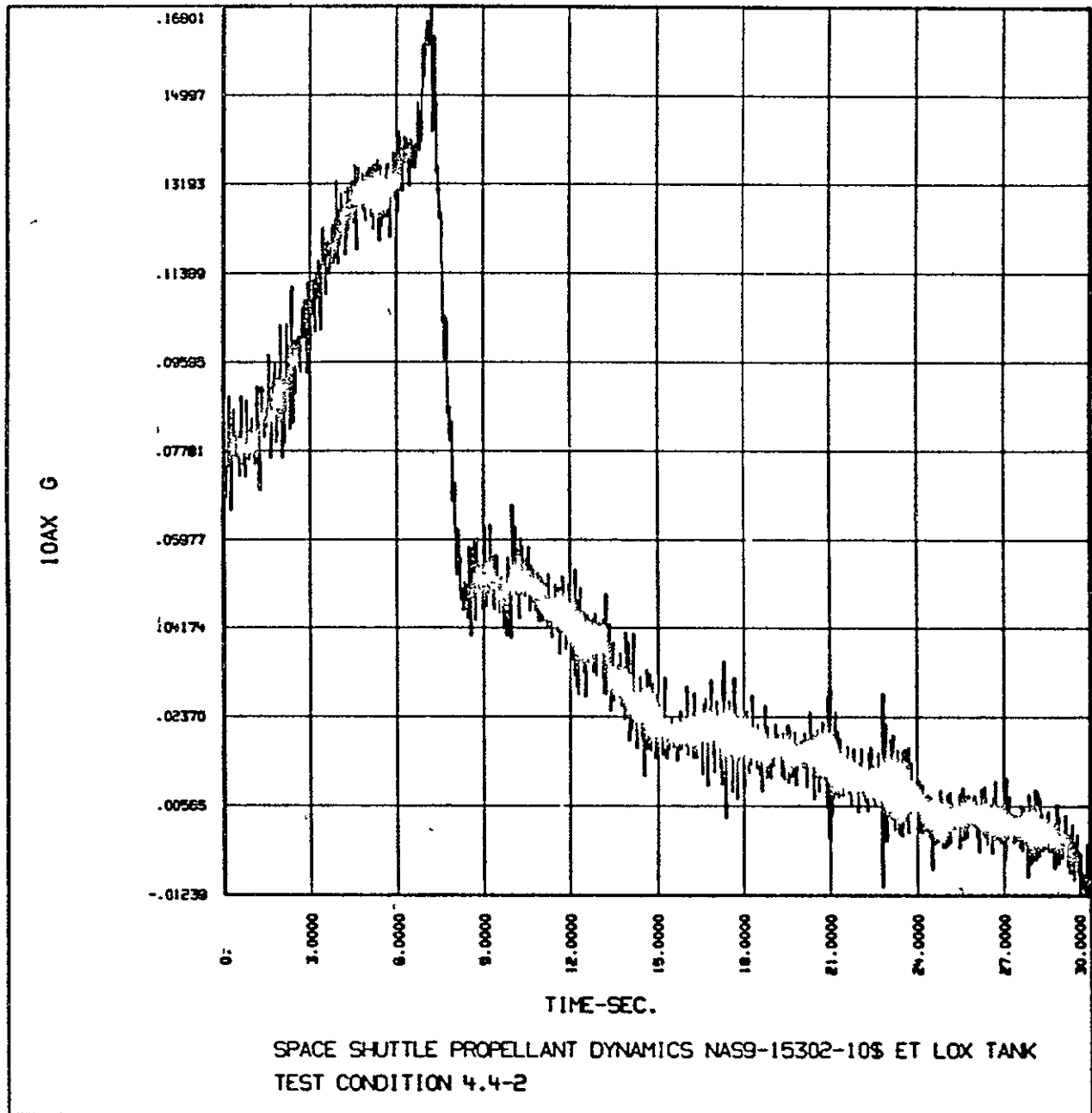


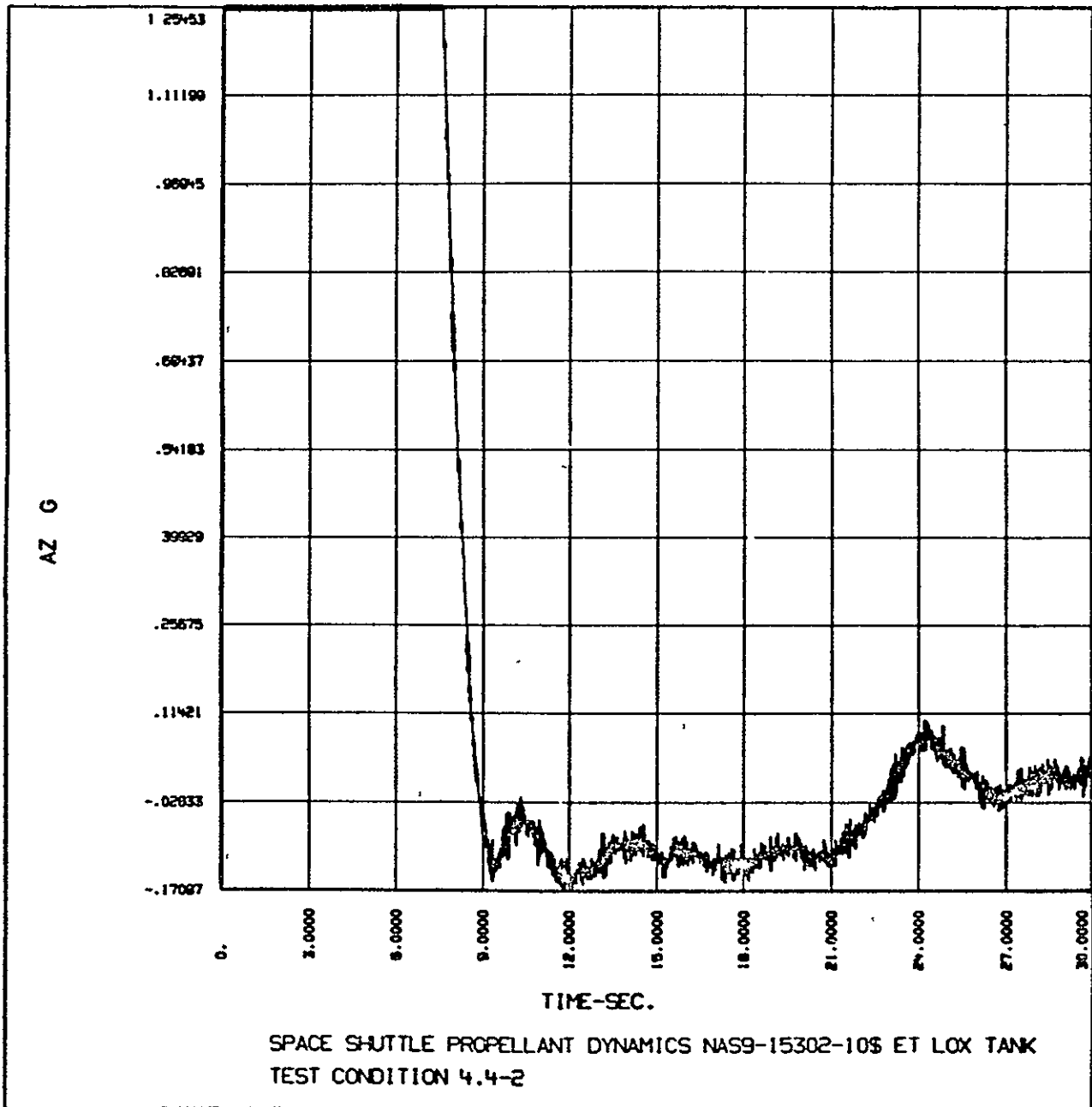


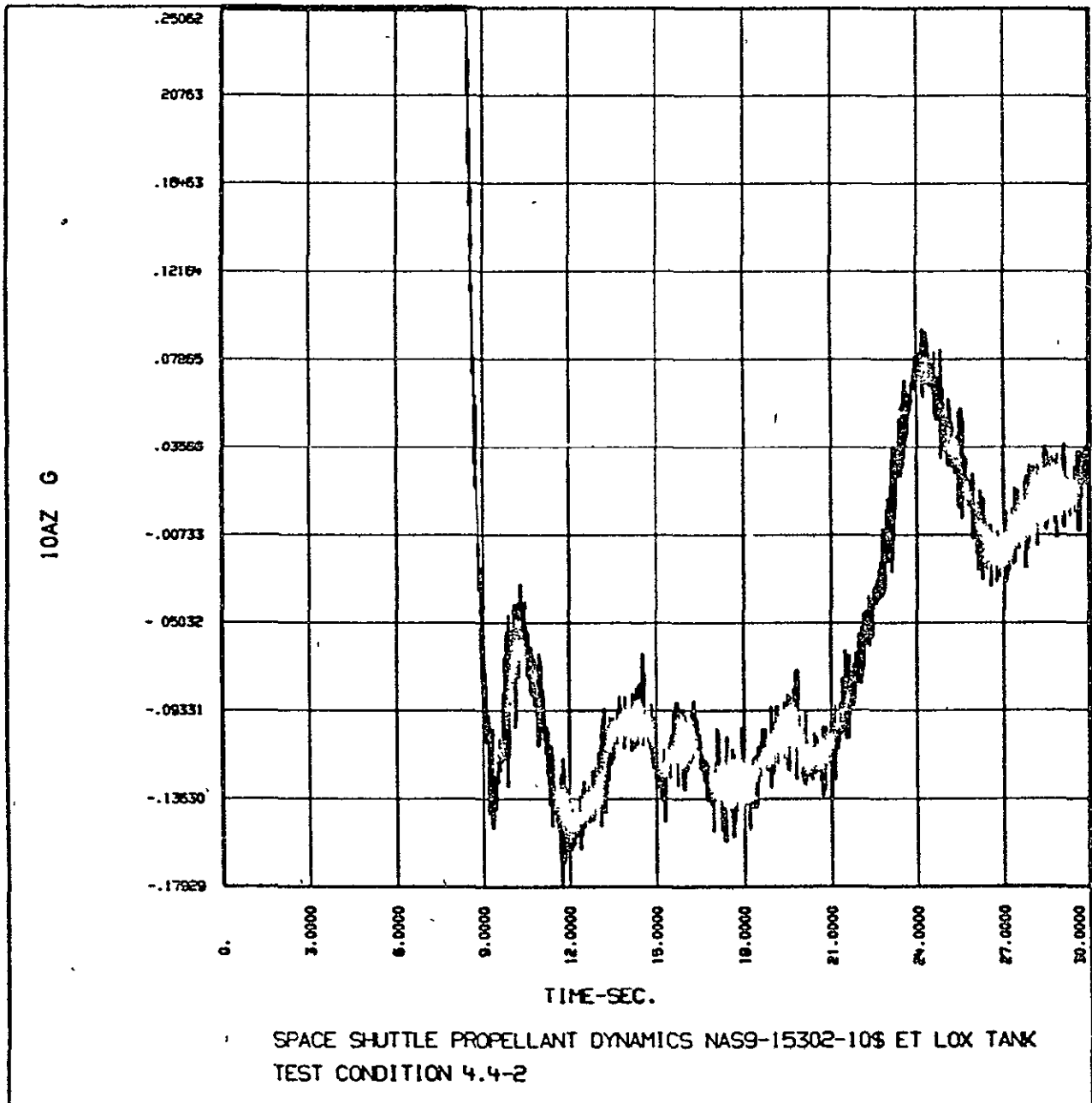
A-325



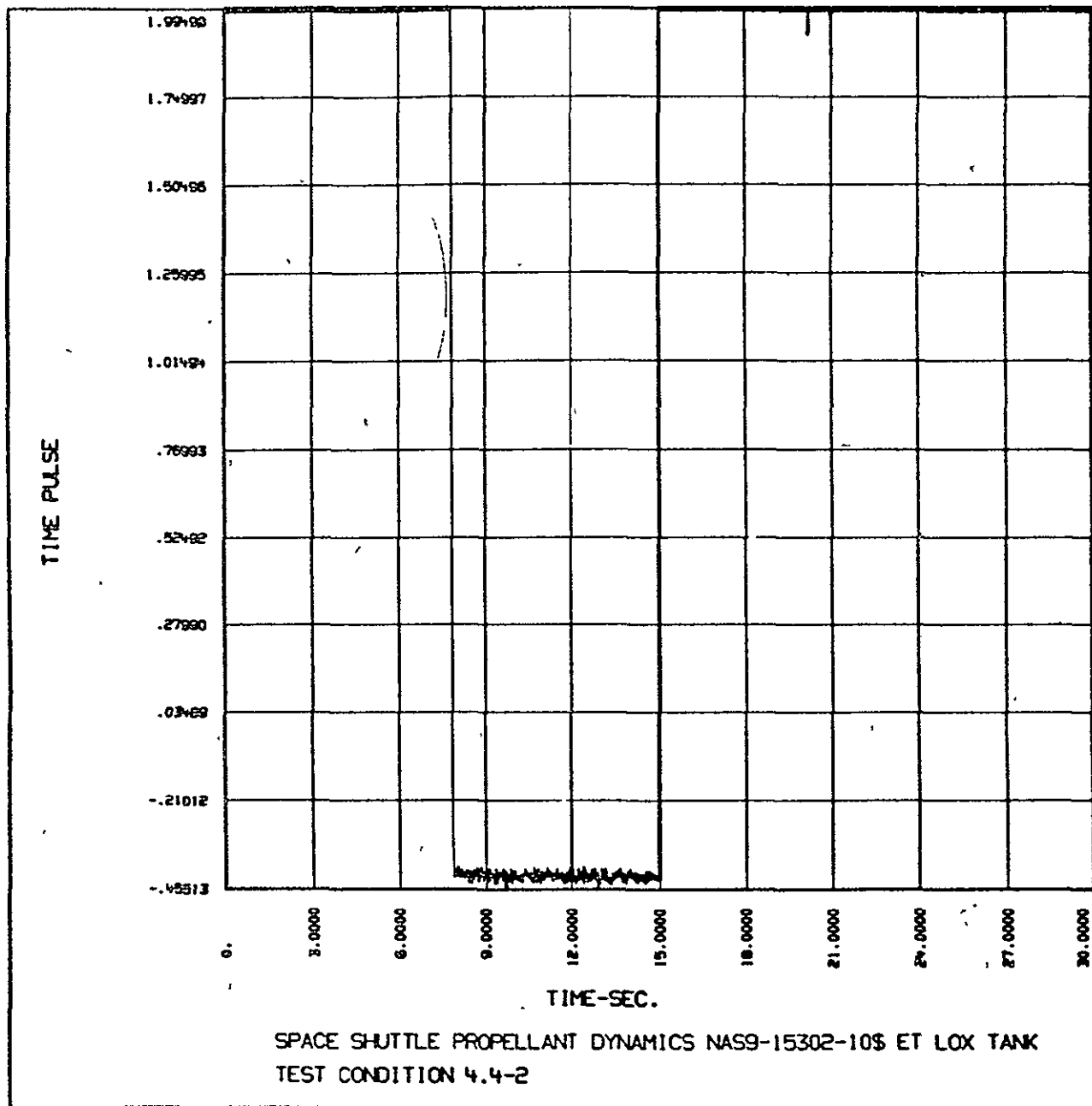




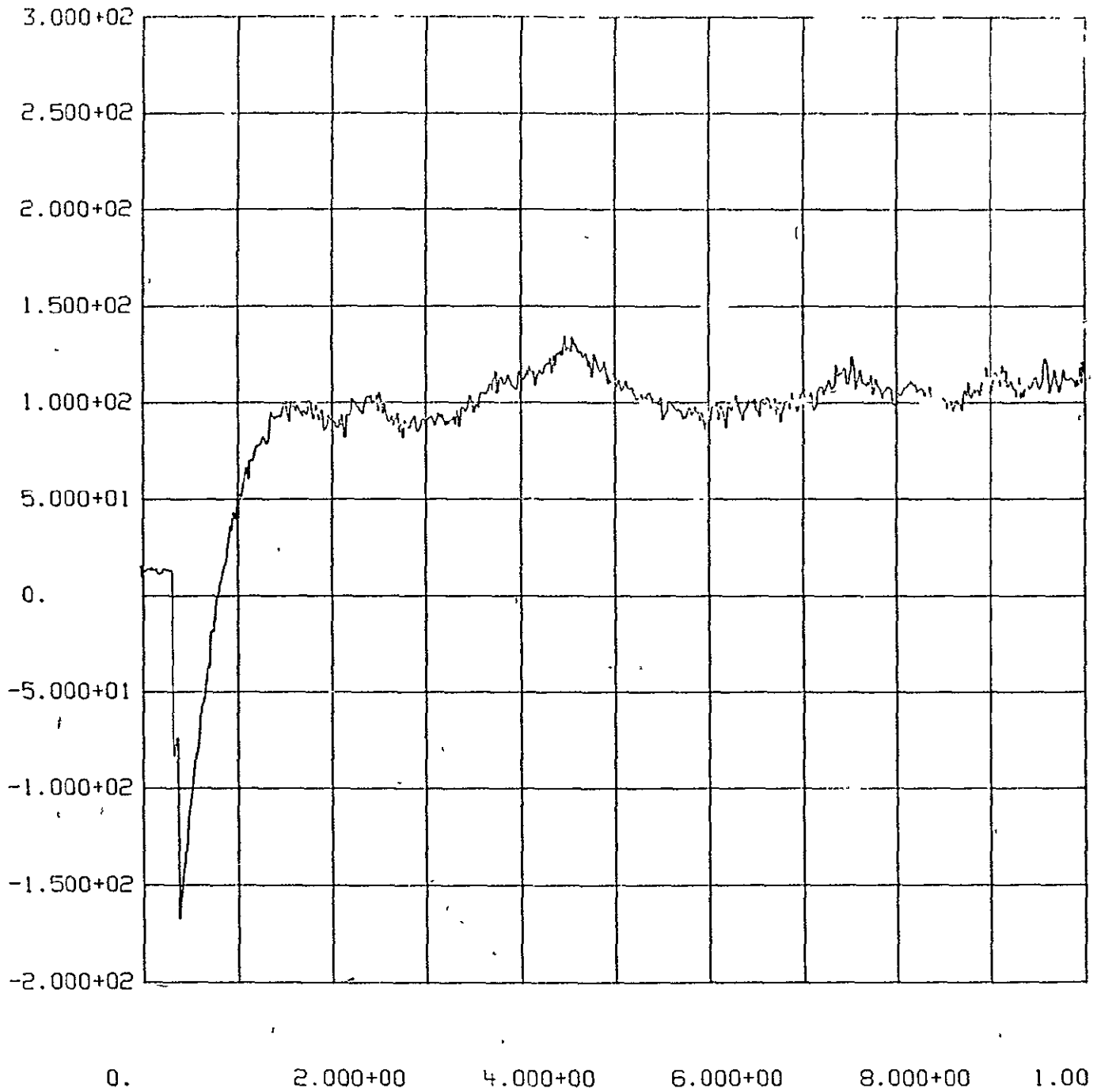




A-330



A-331



Z-LOAD

VS

TIME

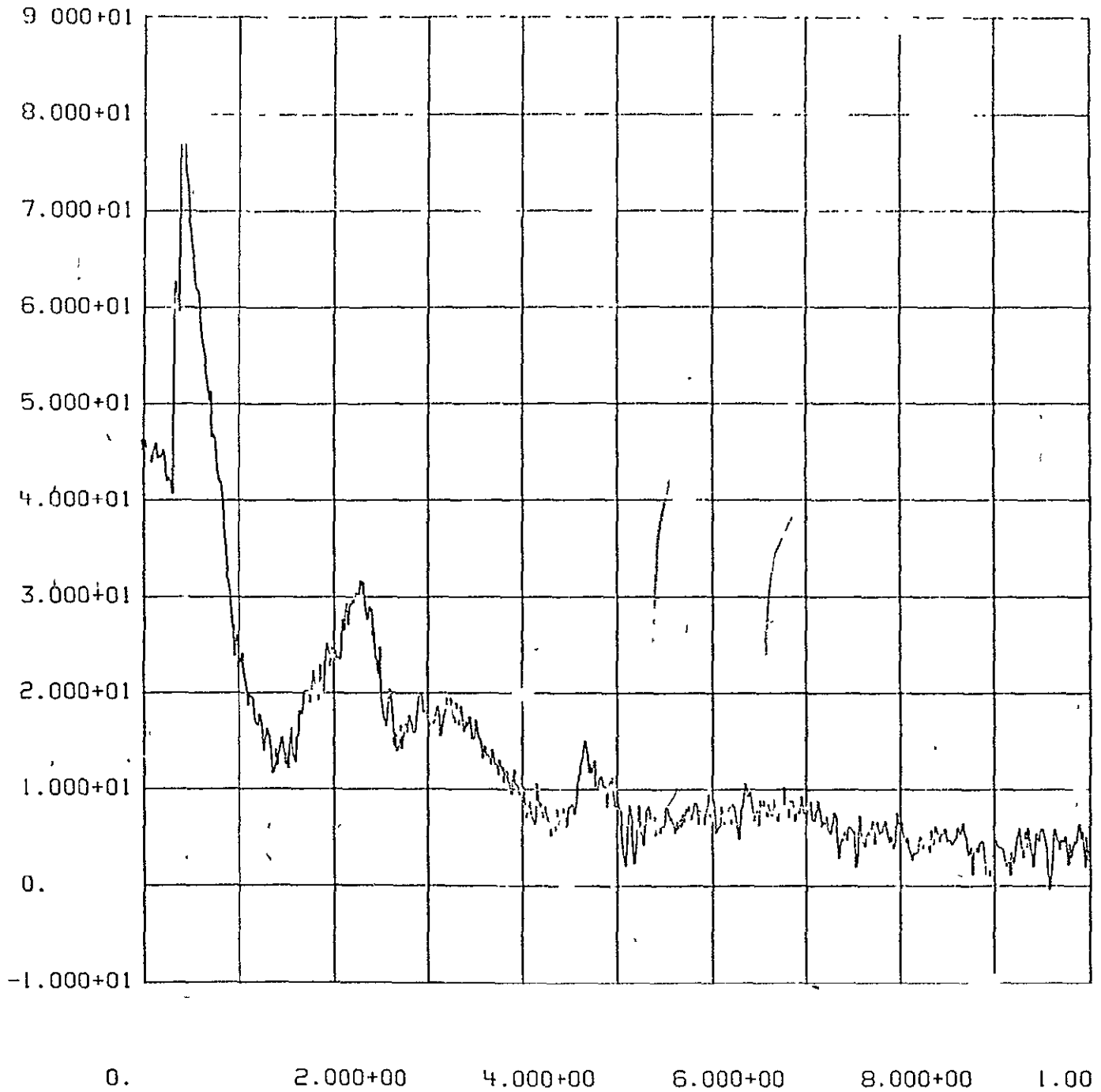
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.4-2 * UNFILT

A-332



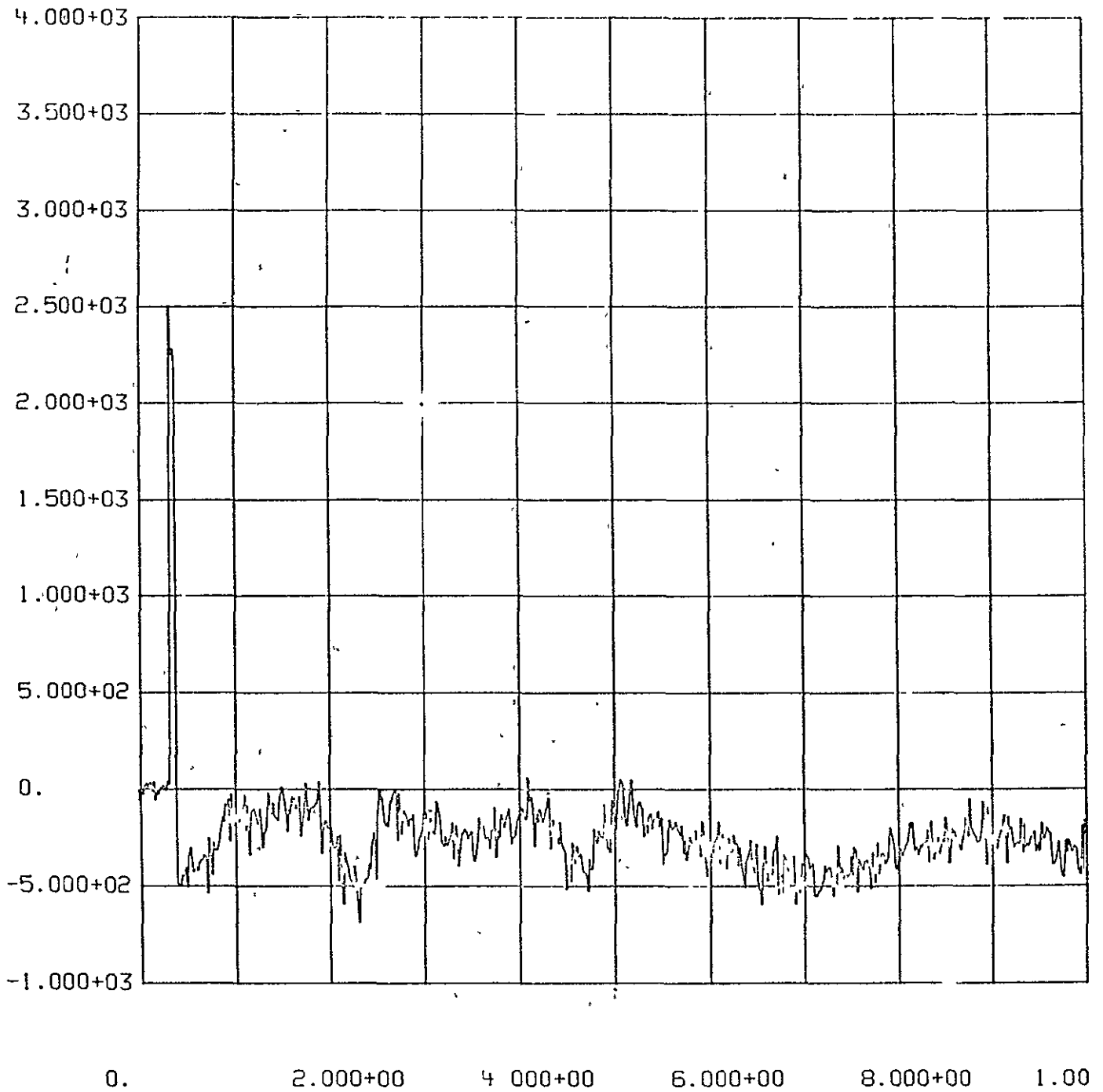
Y-LOAD

VS

TIME

1 U FLT 3 06N078 FLIGHT 4 TEST CCNDITION 4.4-2 * UNFILT *

A-333



MOMENT

VS

TIME

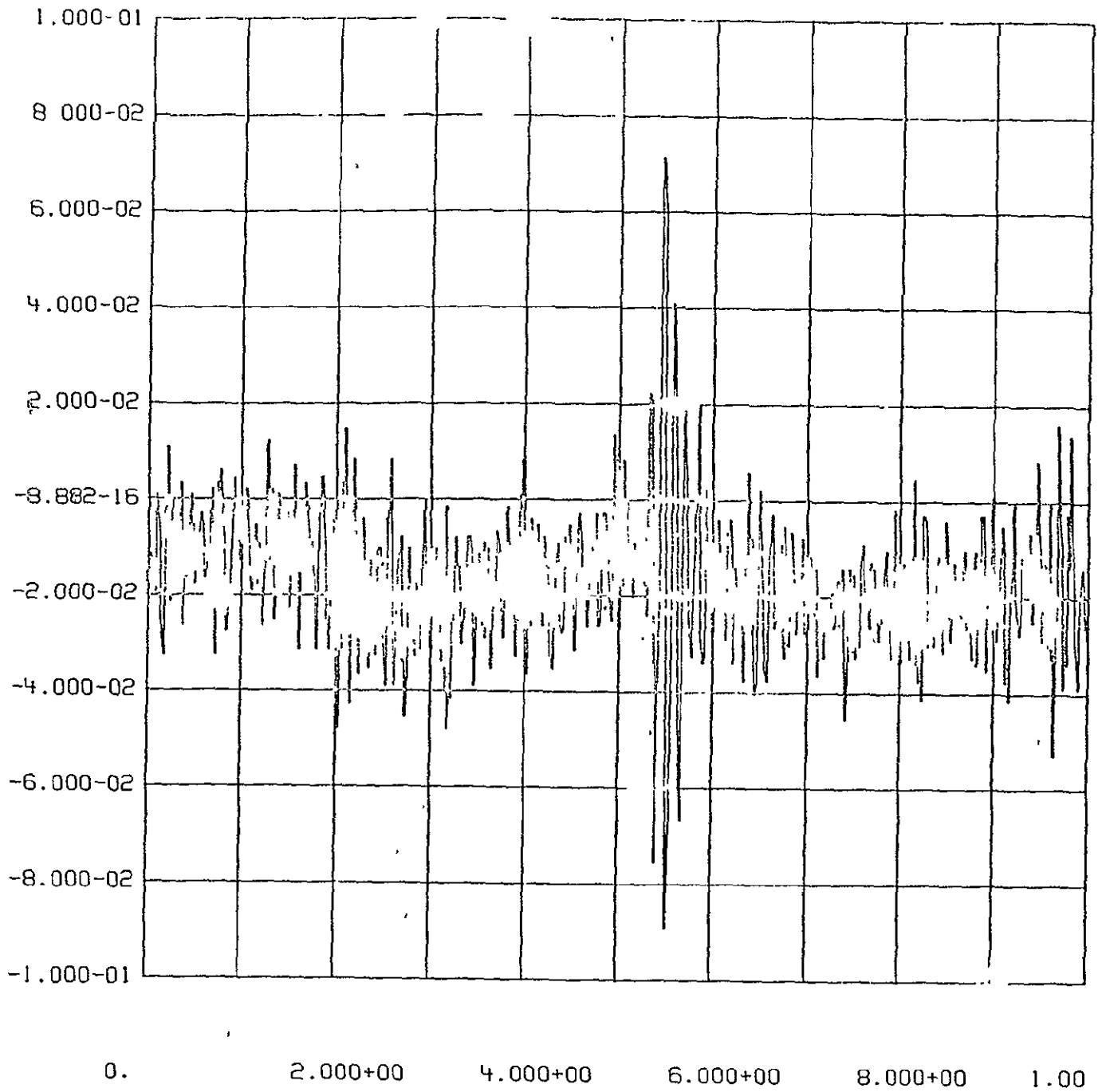
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.4-2 * UNFILT *

A-334



AC YAC

VS

TIME

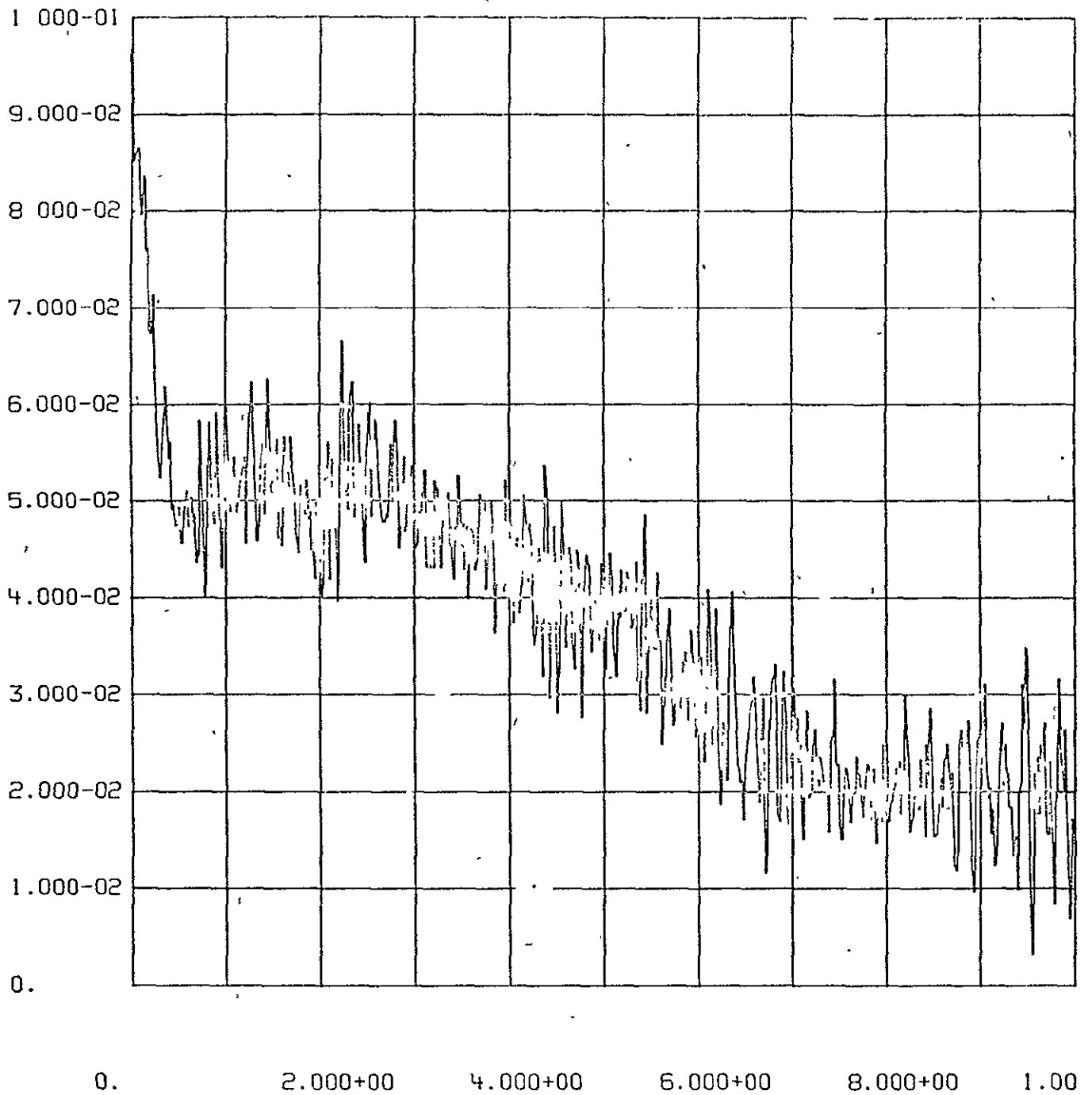
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4 4-2 * UNFILT *

A-335



AC XAC

VS

TIME

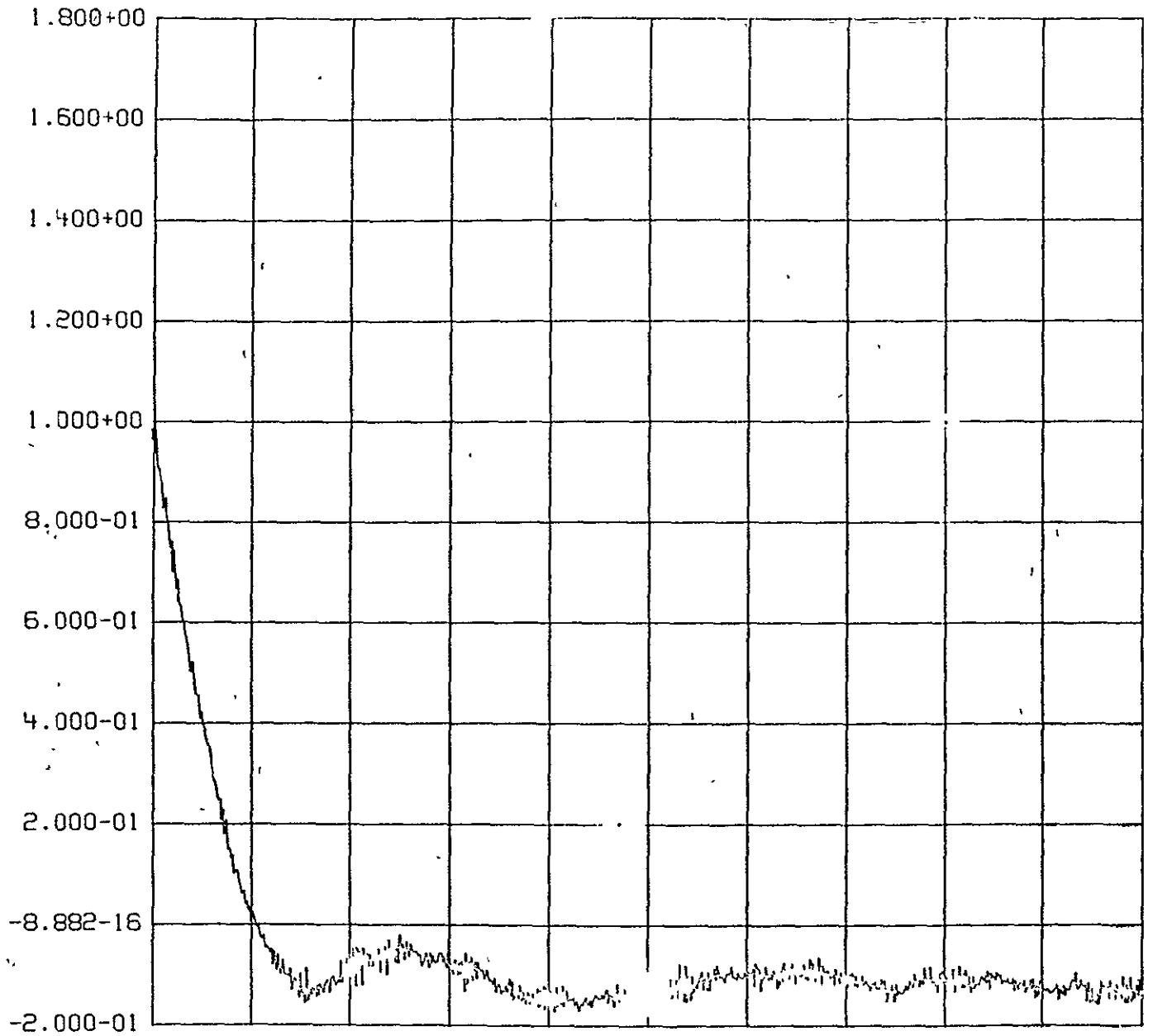
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION. 4 4-2 * UNFILT *

A-336



0.

2.000+00

4.000+00

6.000+00

8.000+00

10.000+00

AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.4-2 * UNFILT *

Test Data Condition 4.5-1

Baffles

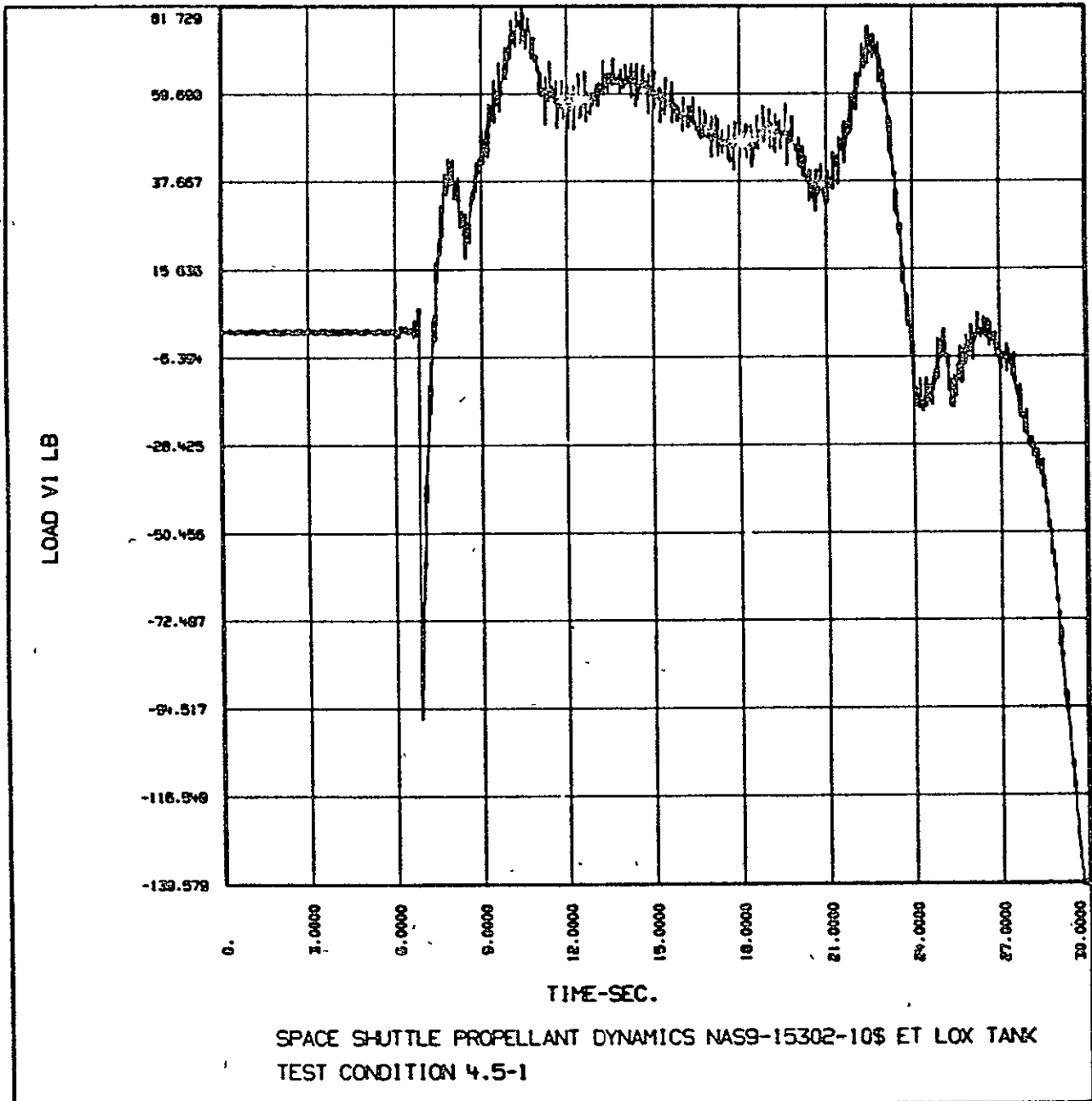
Test Fluid — Water

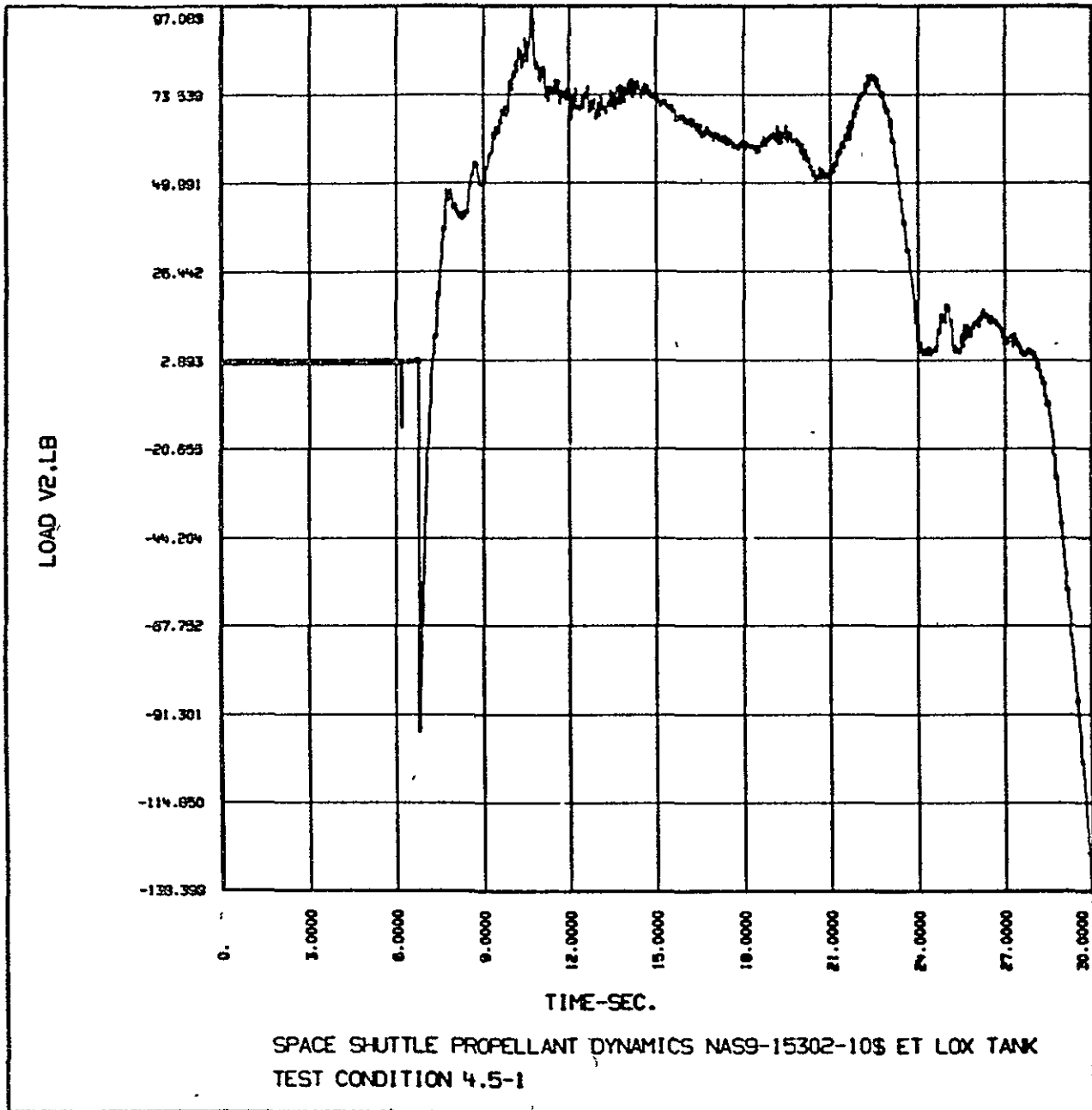
Orientation — 13°

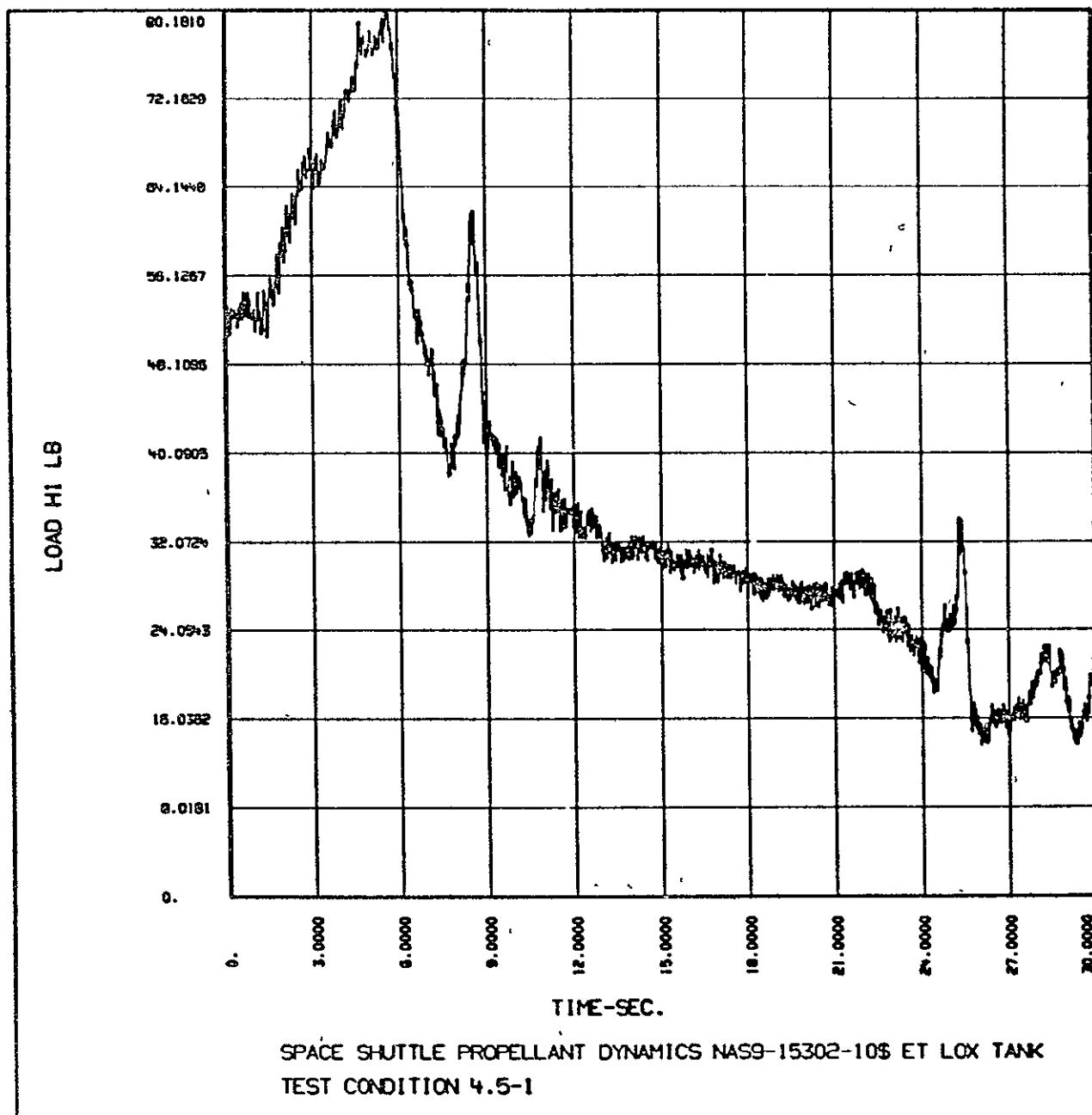
Fill Volume — 25%

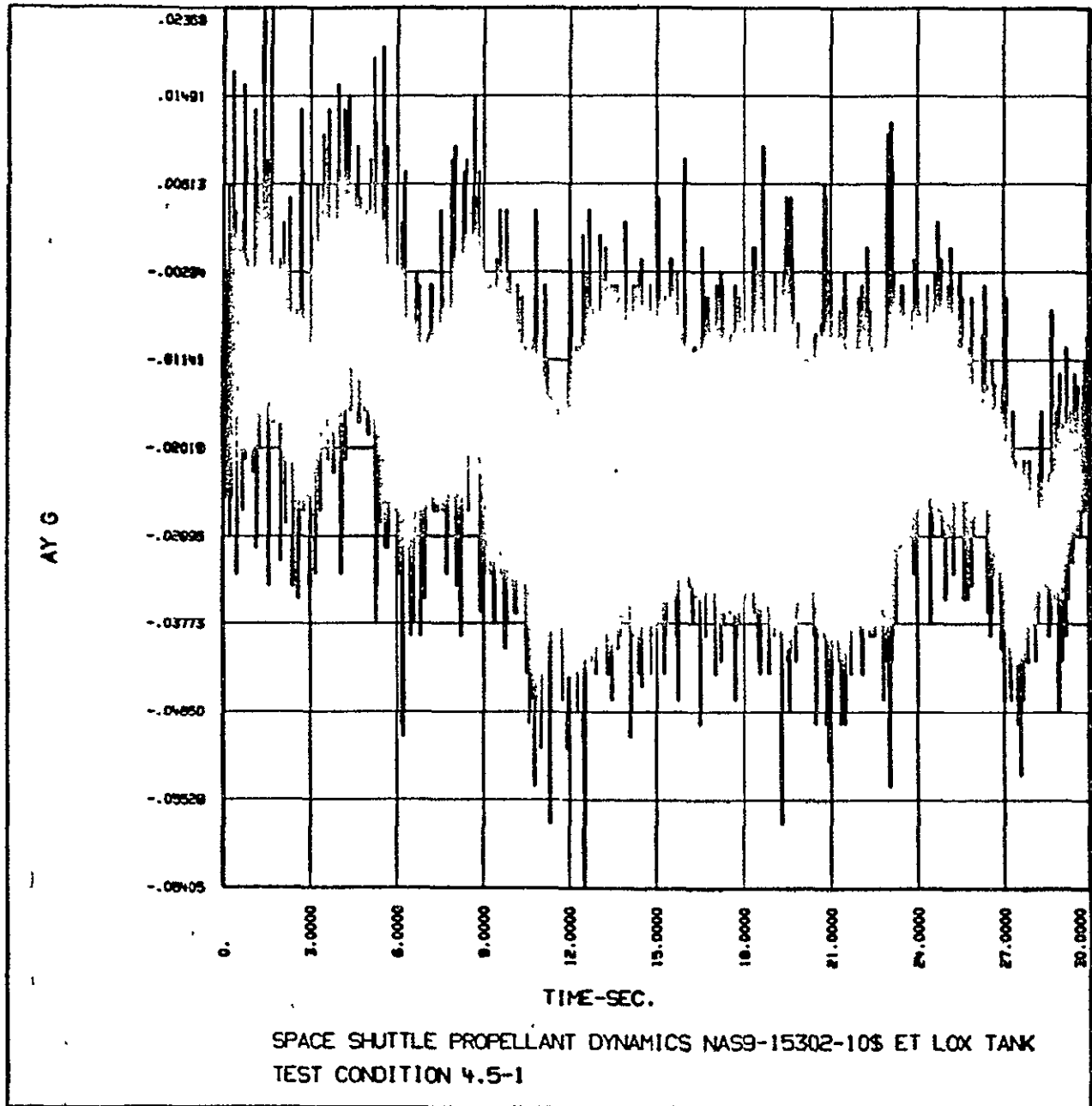
Target Acceleration— 0.1 g

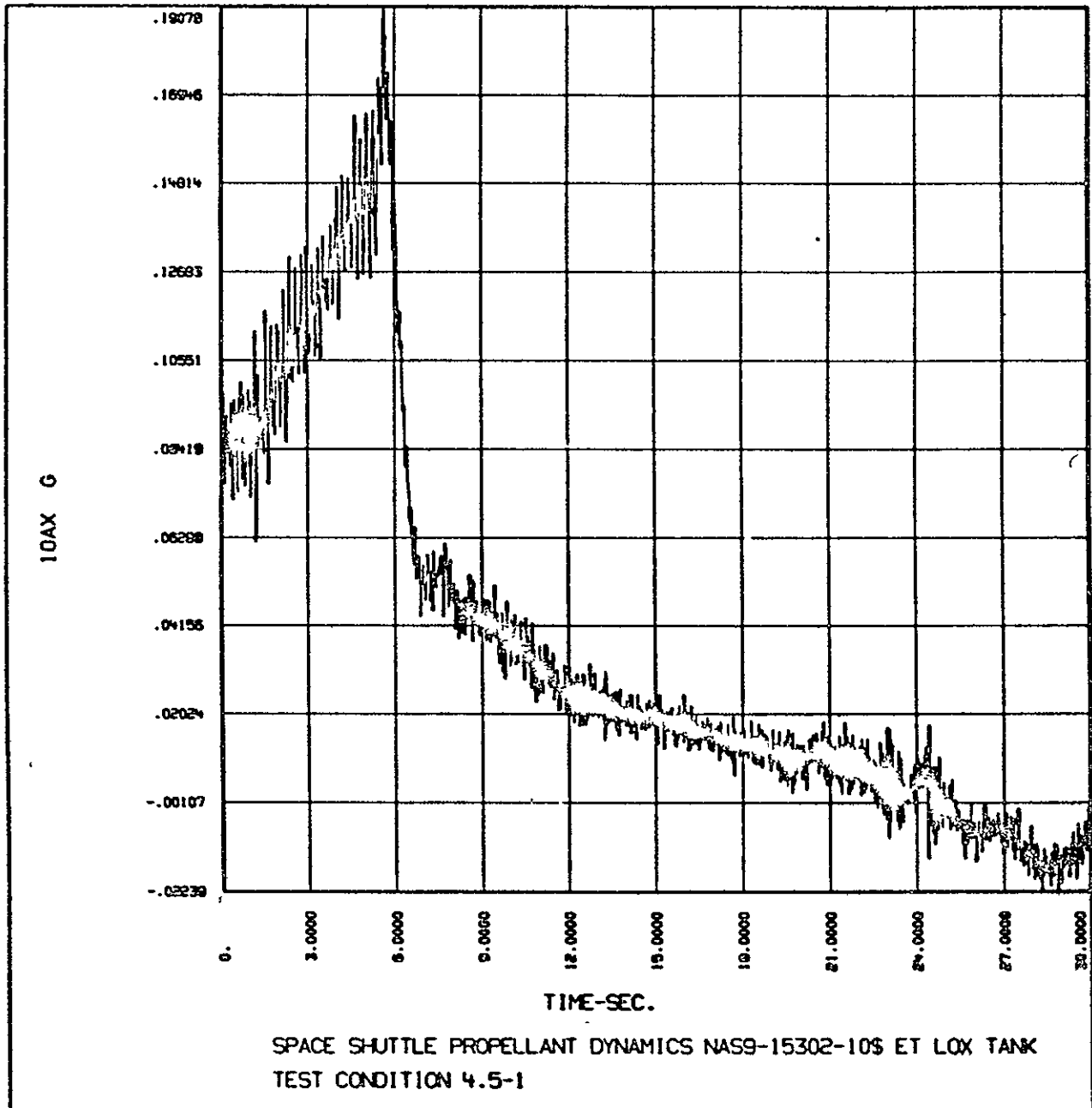
A-337



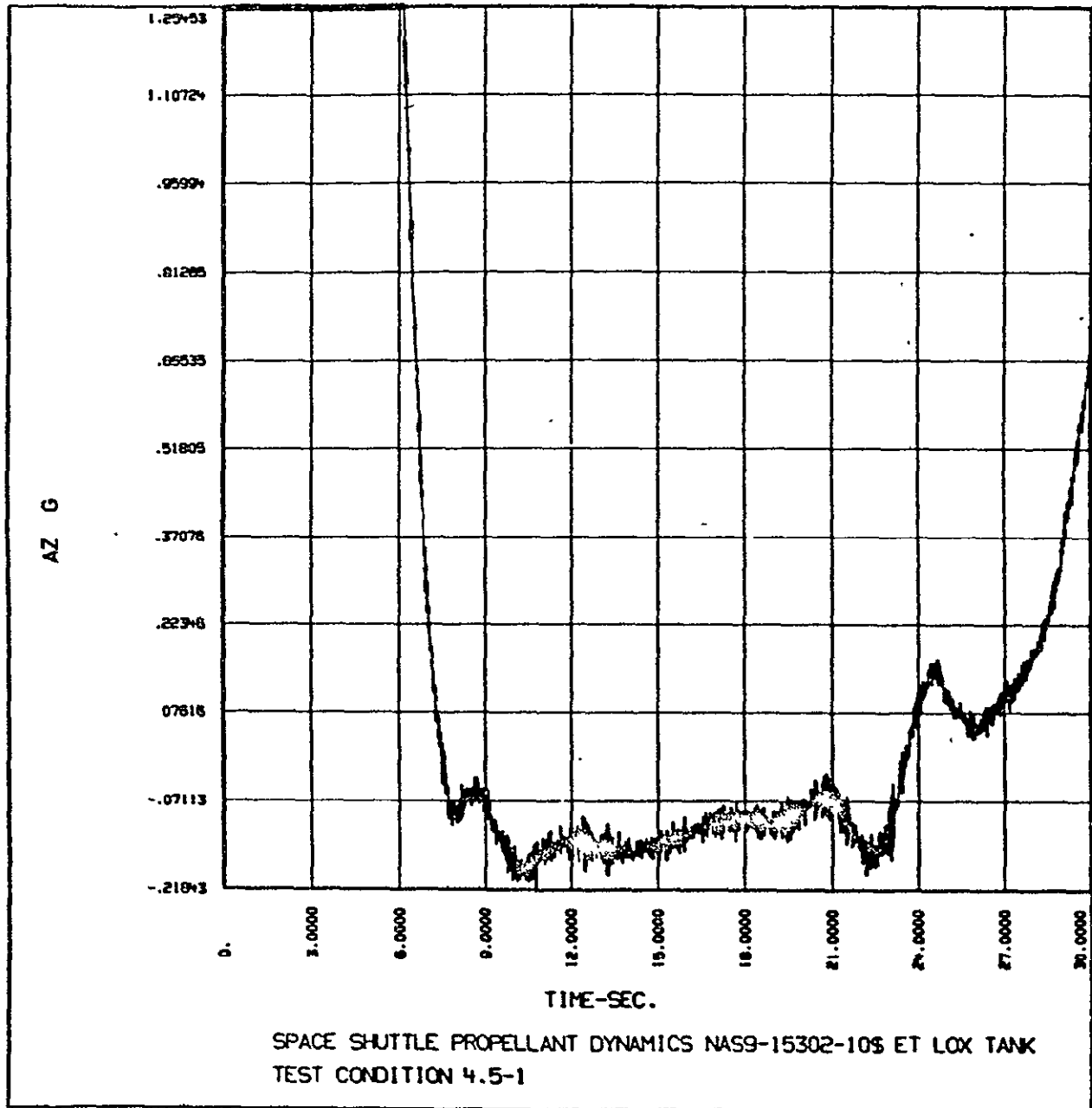




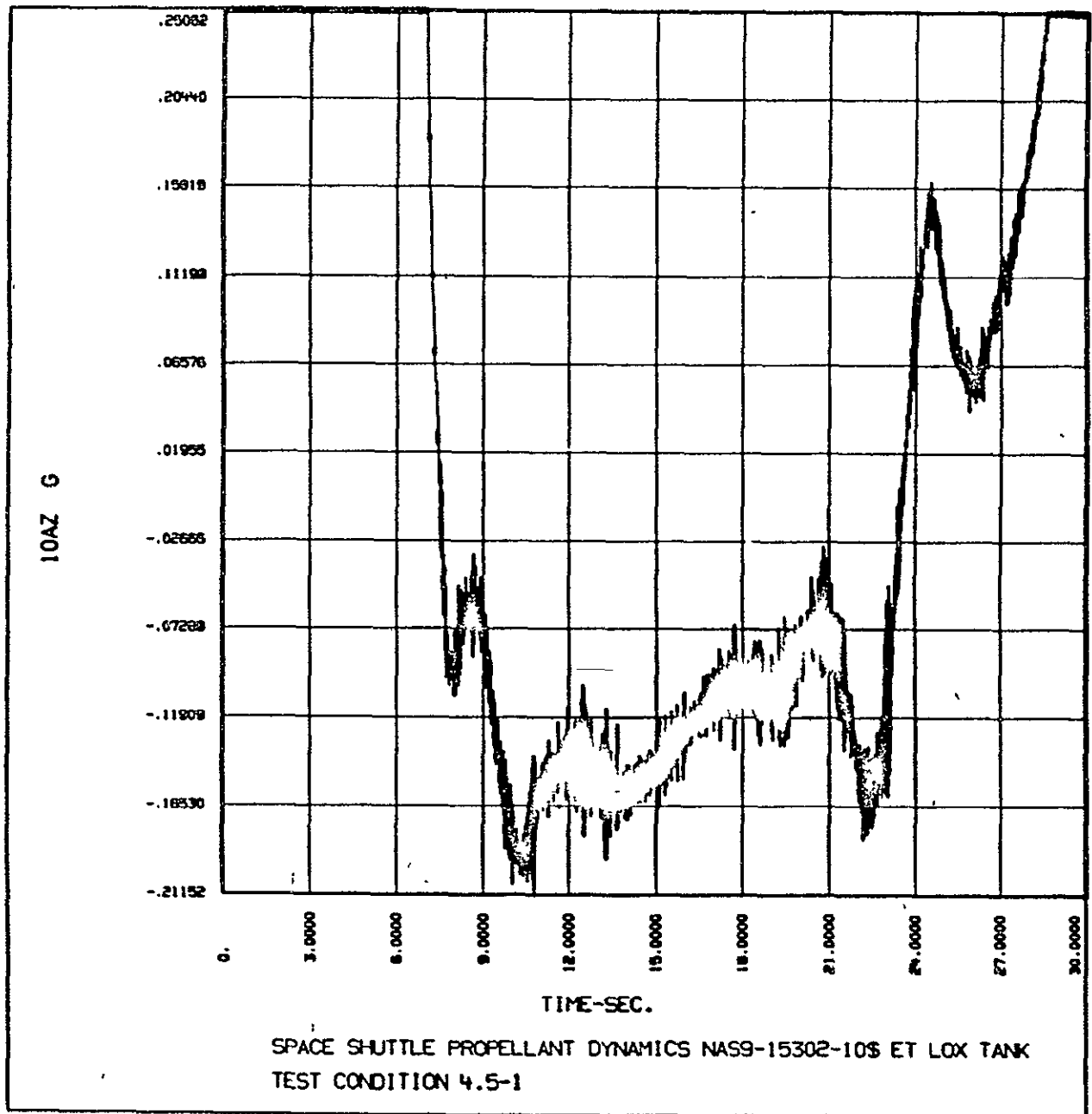




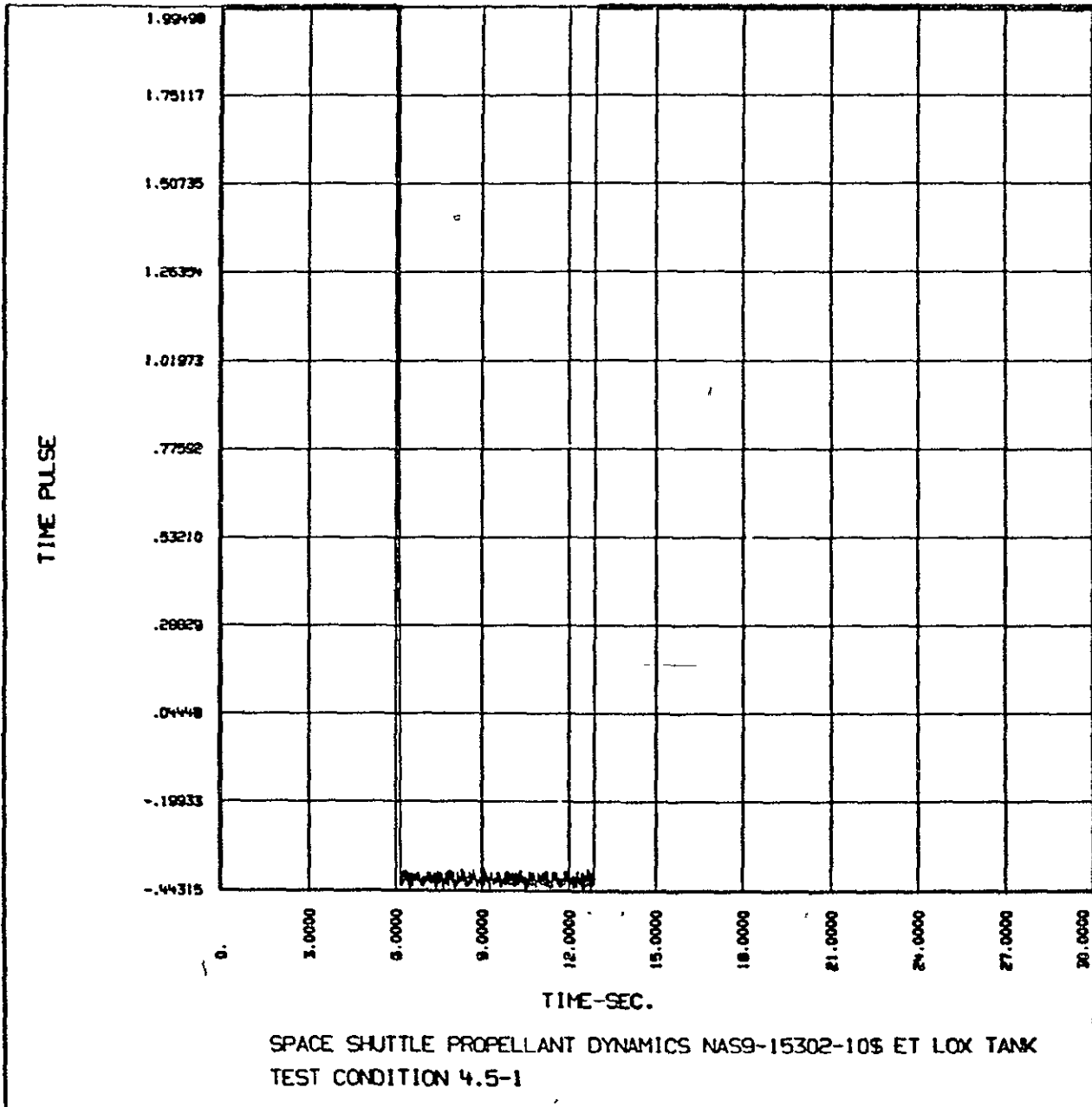
A-342



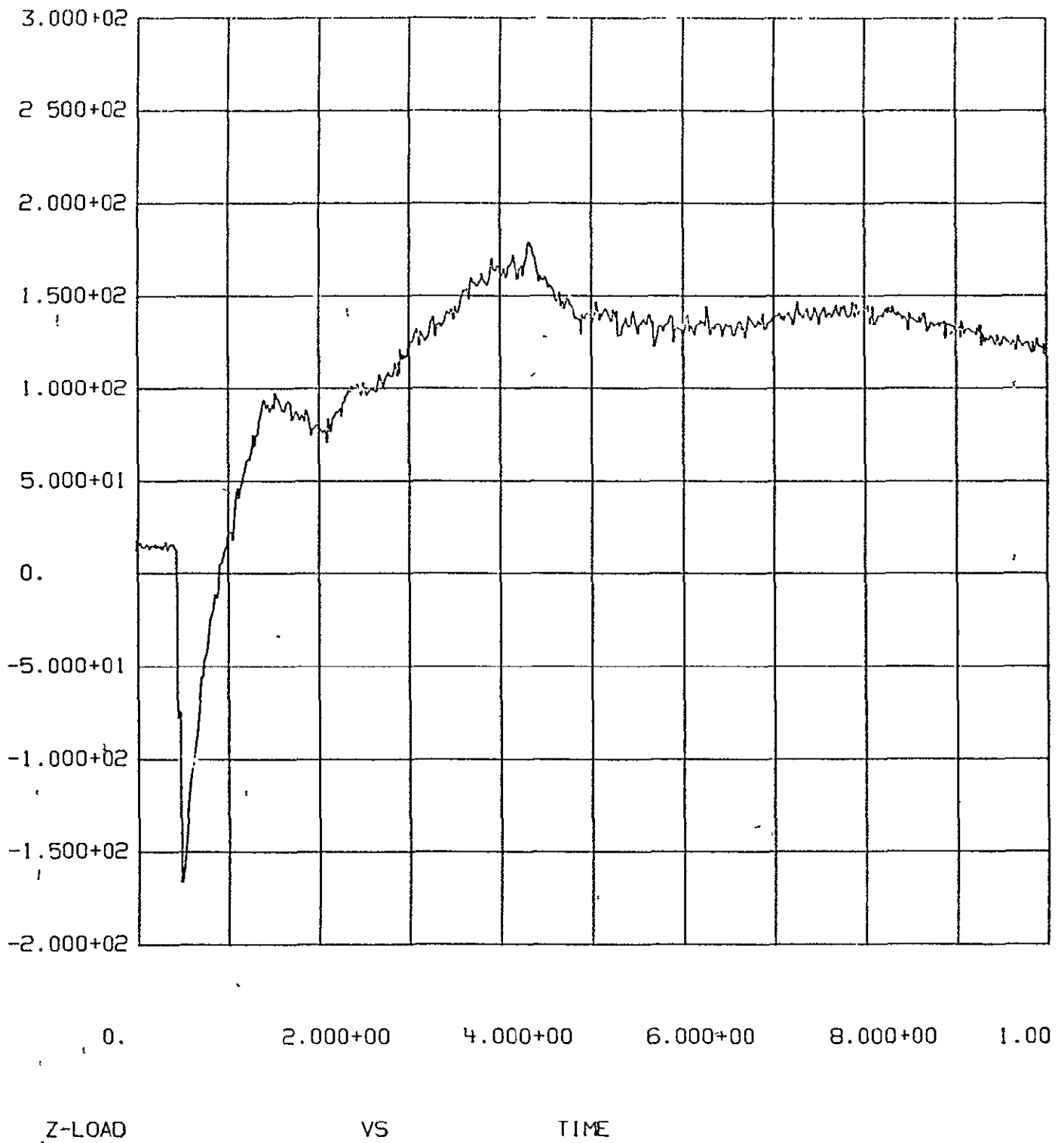
A-343



A-344

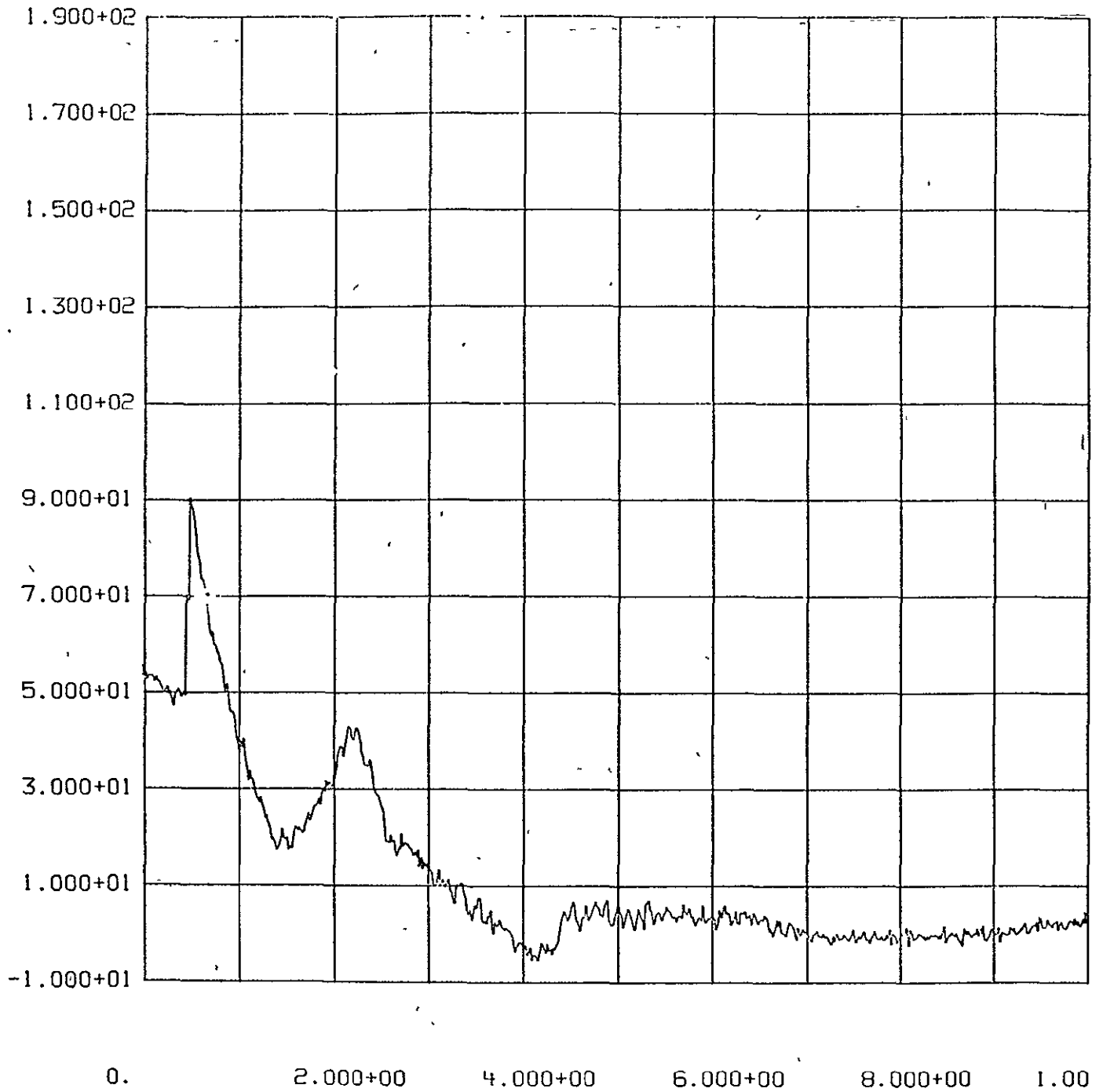


A-345



FLT 3 06N078 FLIGHT 4 TEST CONDITION 4.5-1 * UNFILT *

A-346



Y-LOAD

VS

TIME

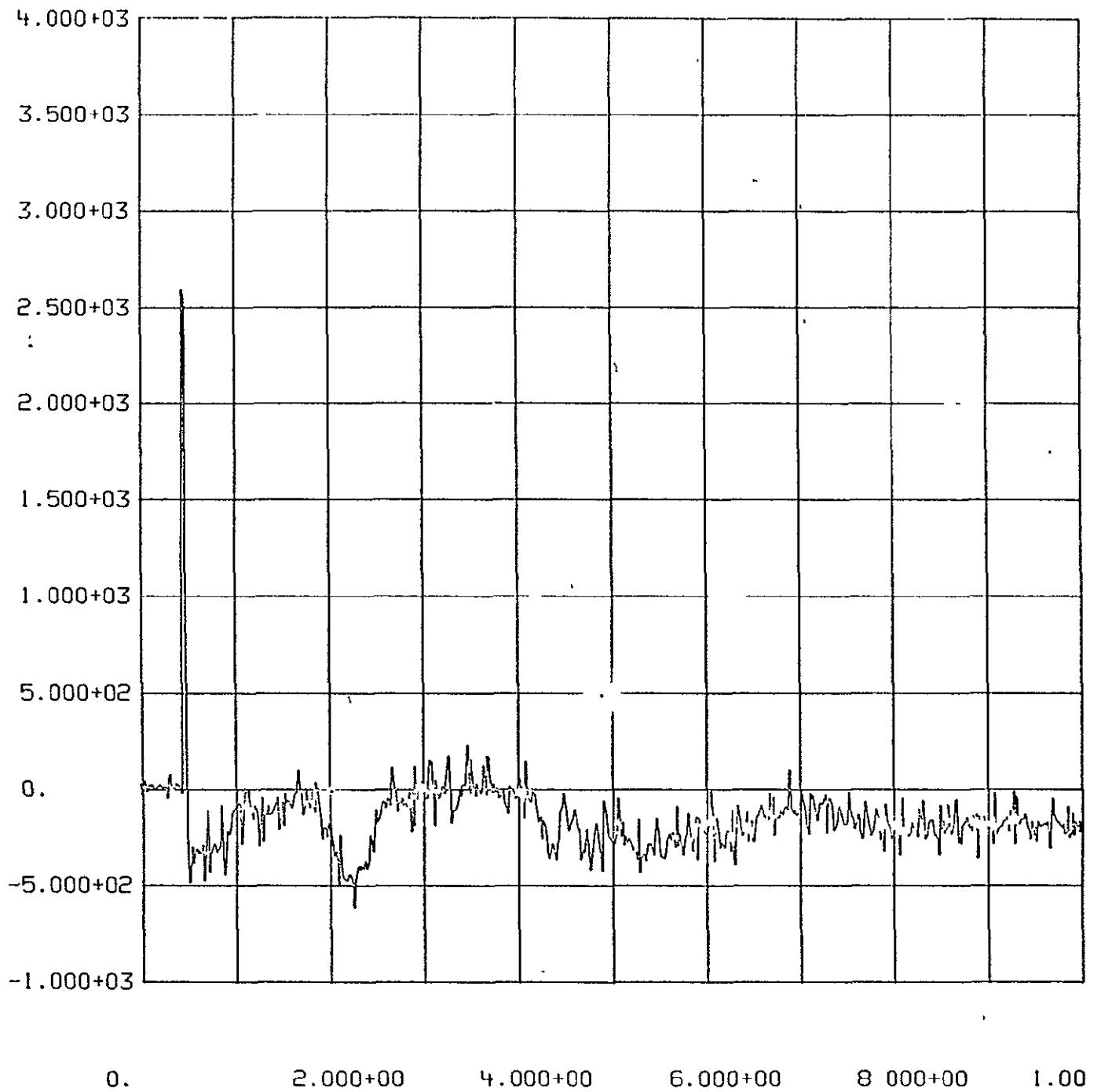
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.5-1 * UNFILT *

A-347



MOMENT

VS

TIME

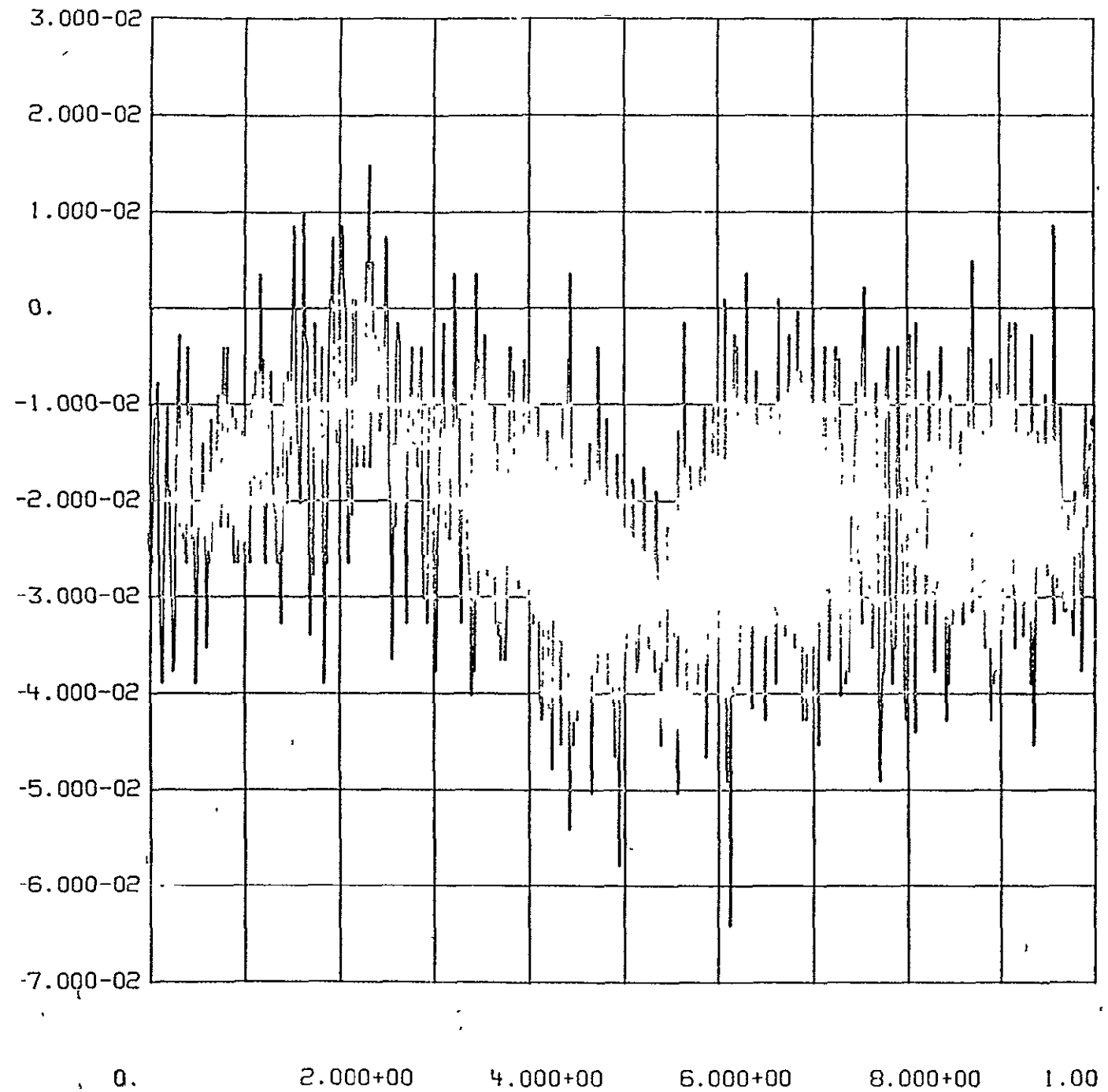
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.5-1 * UNFILT *

A-348



AC YAC

VS

TIME

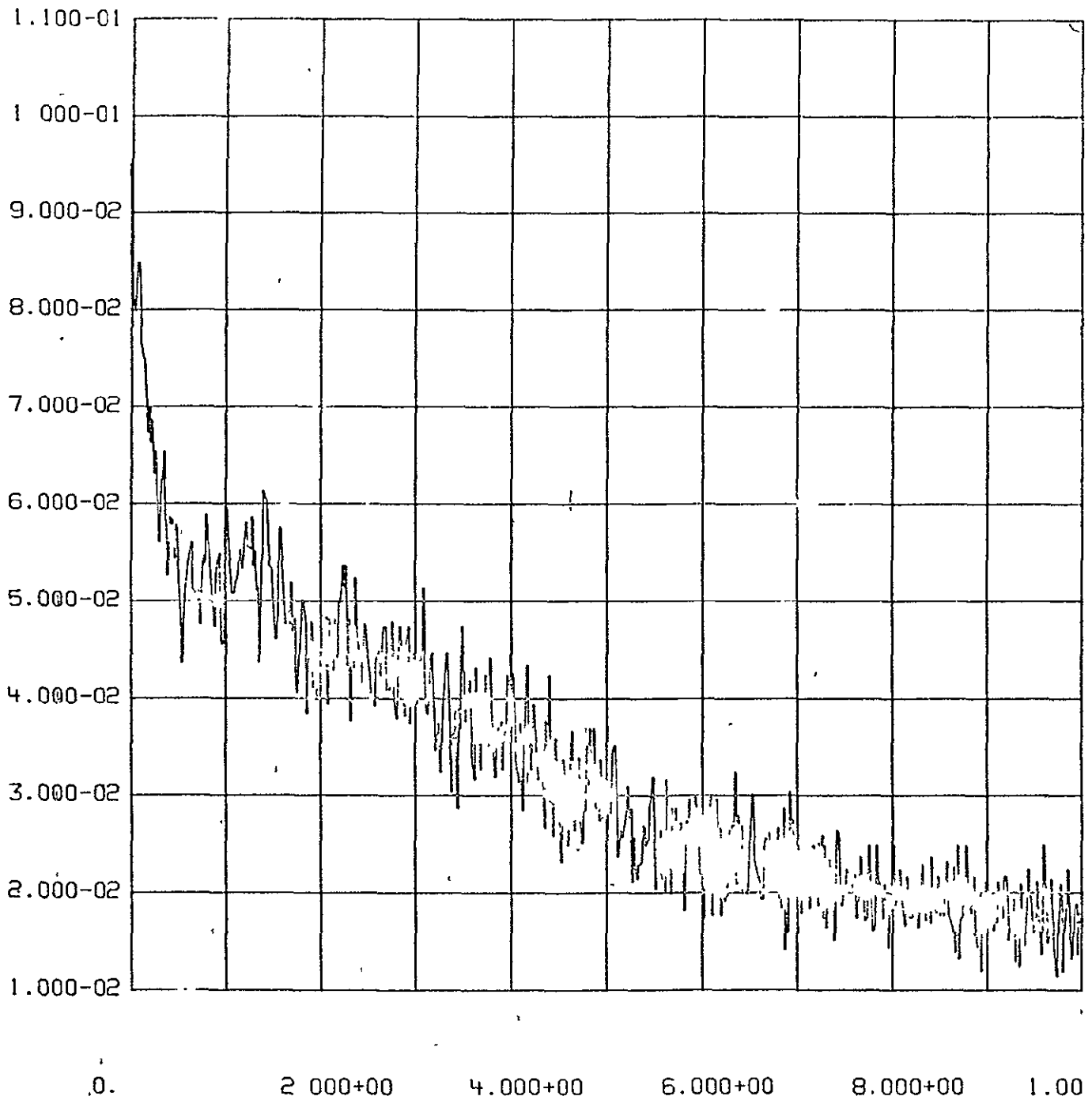
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.5-1 * UNFILT *

A-349



AC XAC

VS

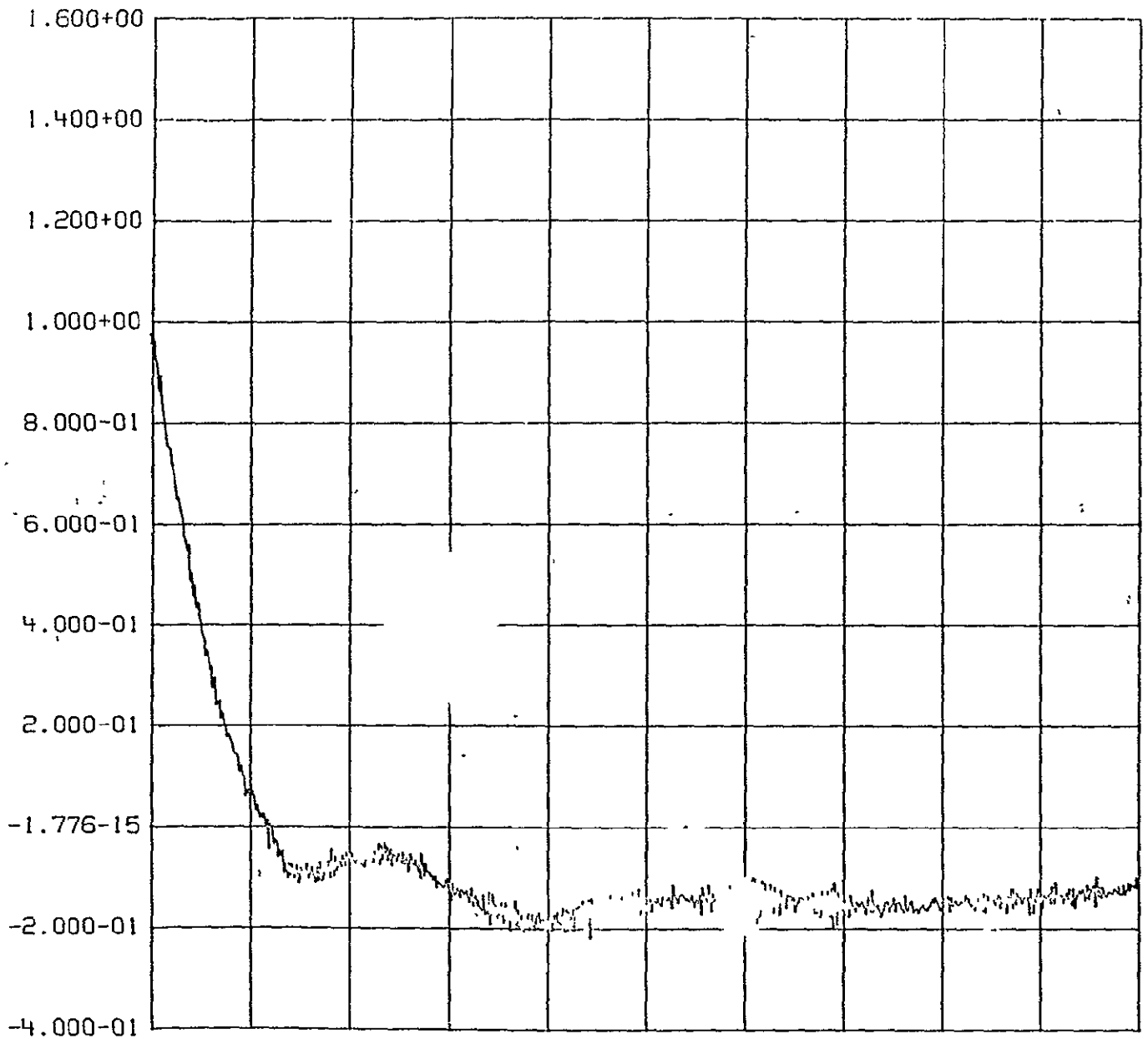
TIME

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.5-1 * UNFILT *

A-350



AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.5-1 * UNFILT *

Test Data Condition 4.6-1

Baffles

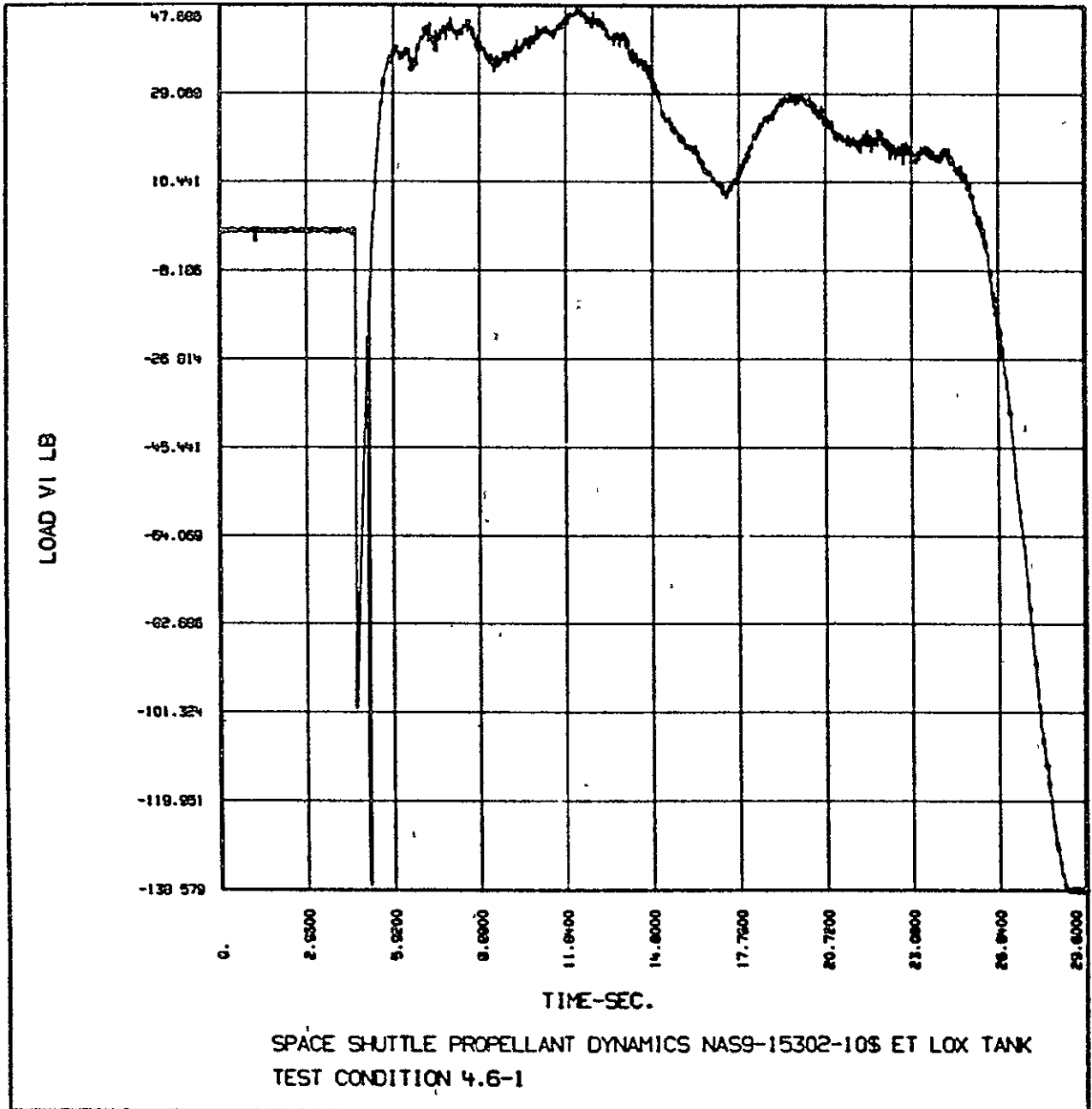
Test Fluid — Water

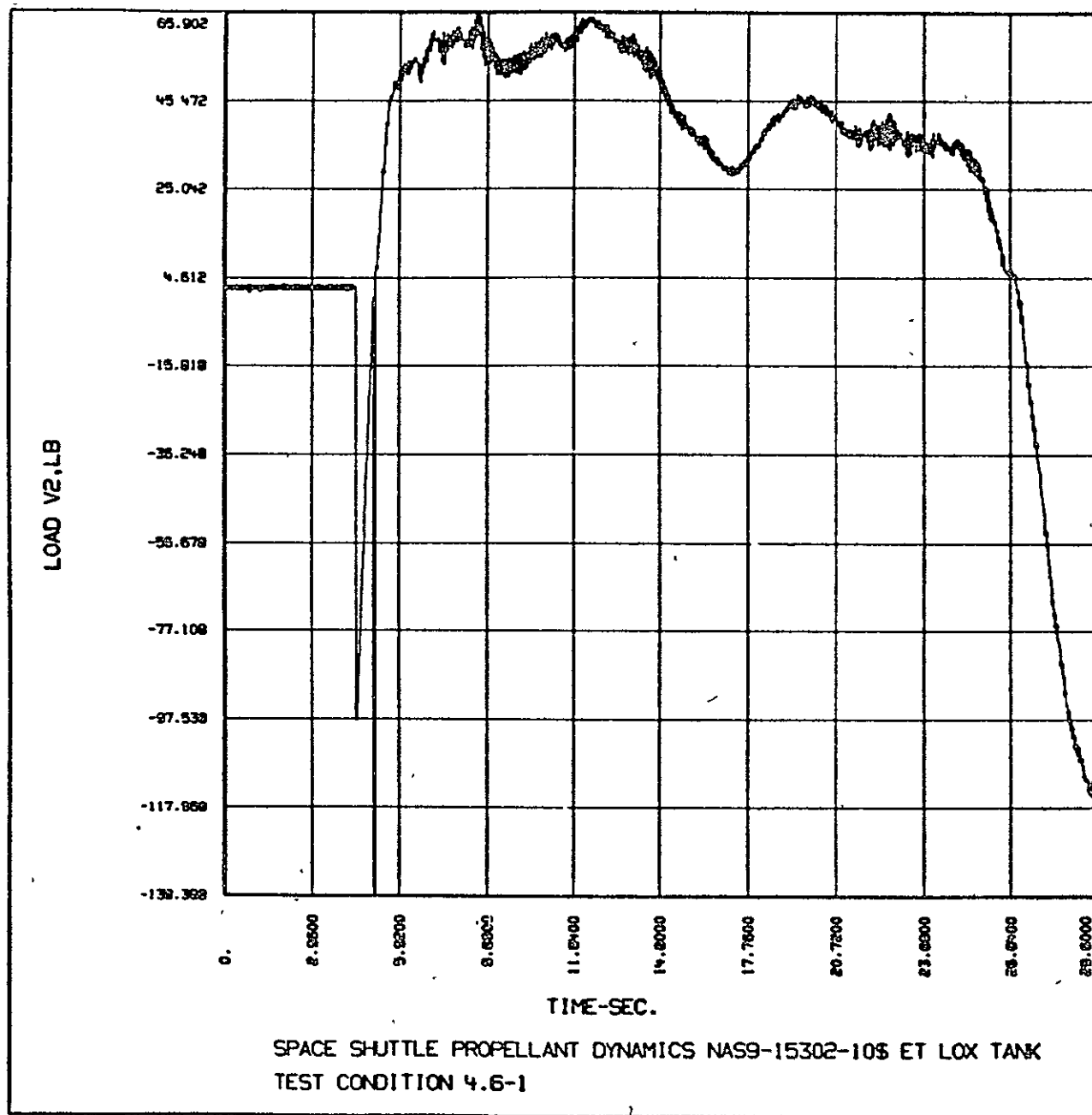
Oreintation — 13°

Fill Volume — 2%

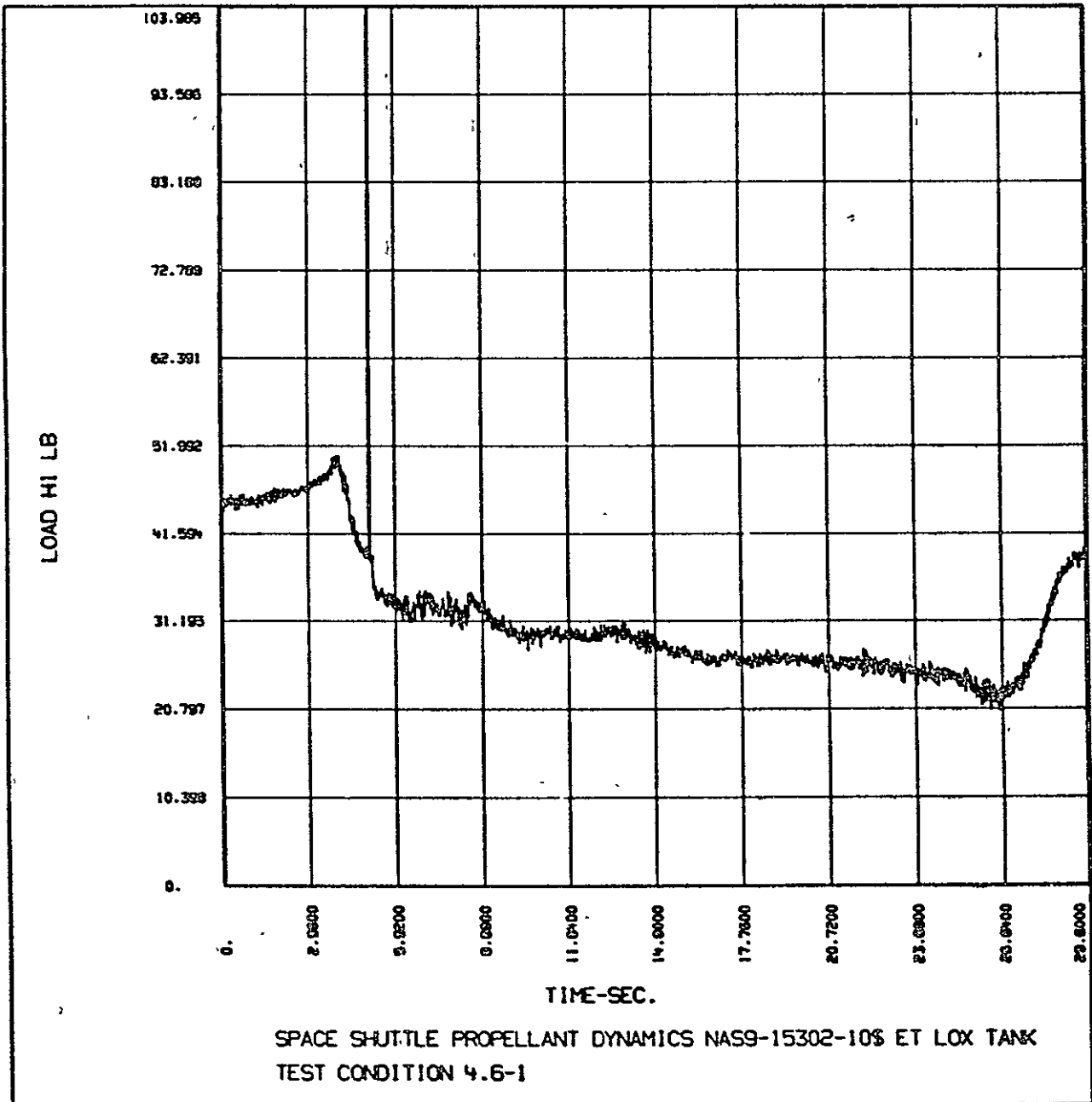
Target Acceleration—0.2 g

A-351

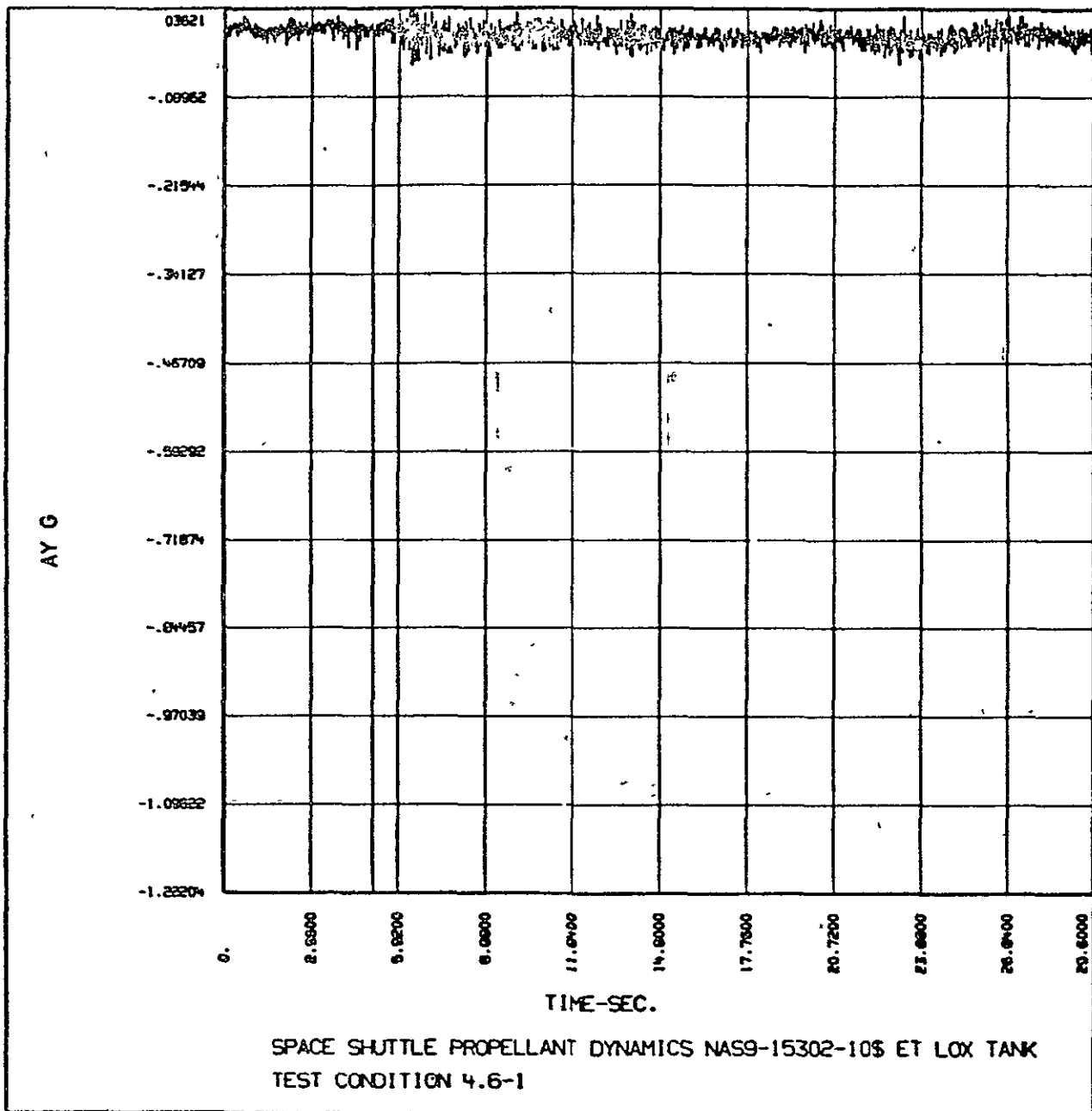


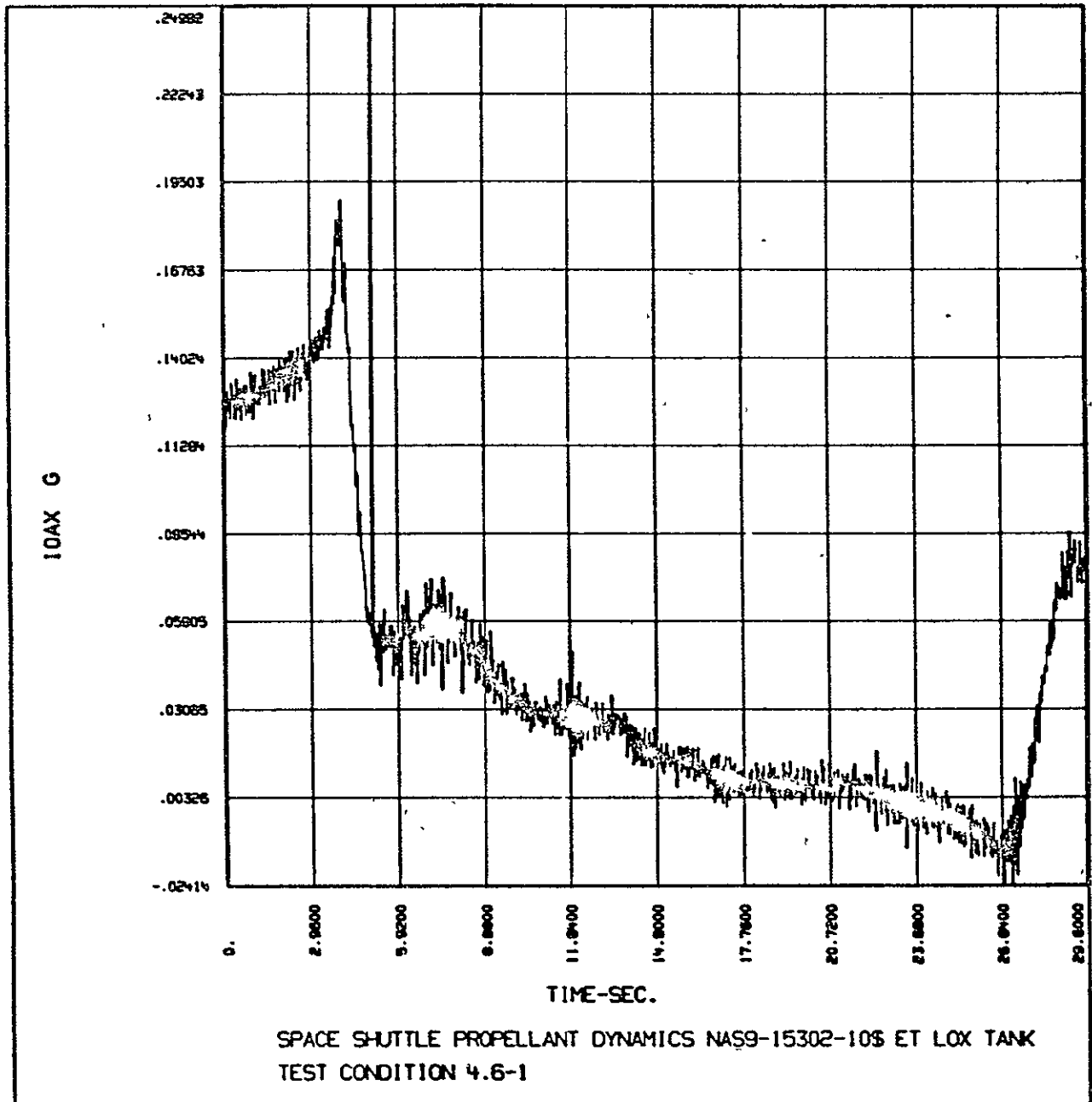


A-353

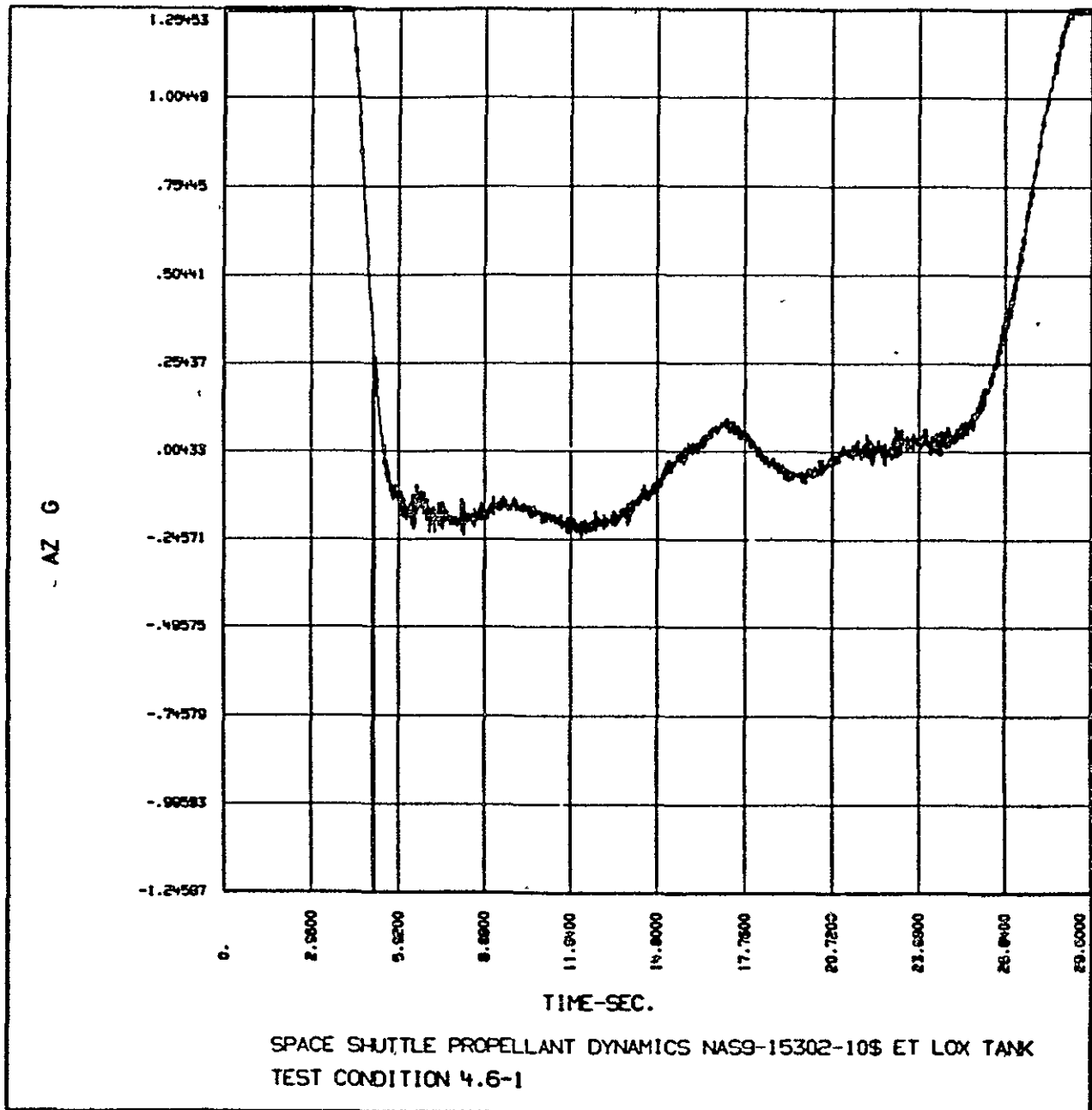


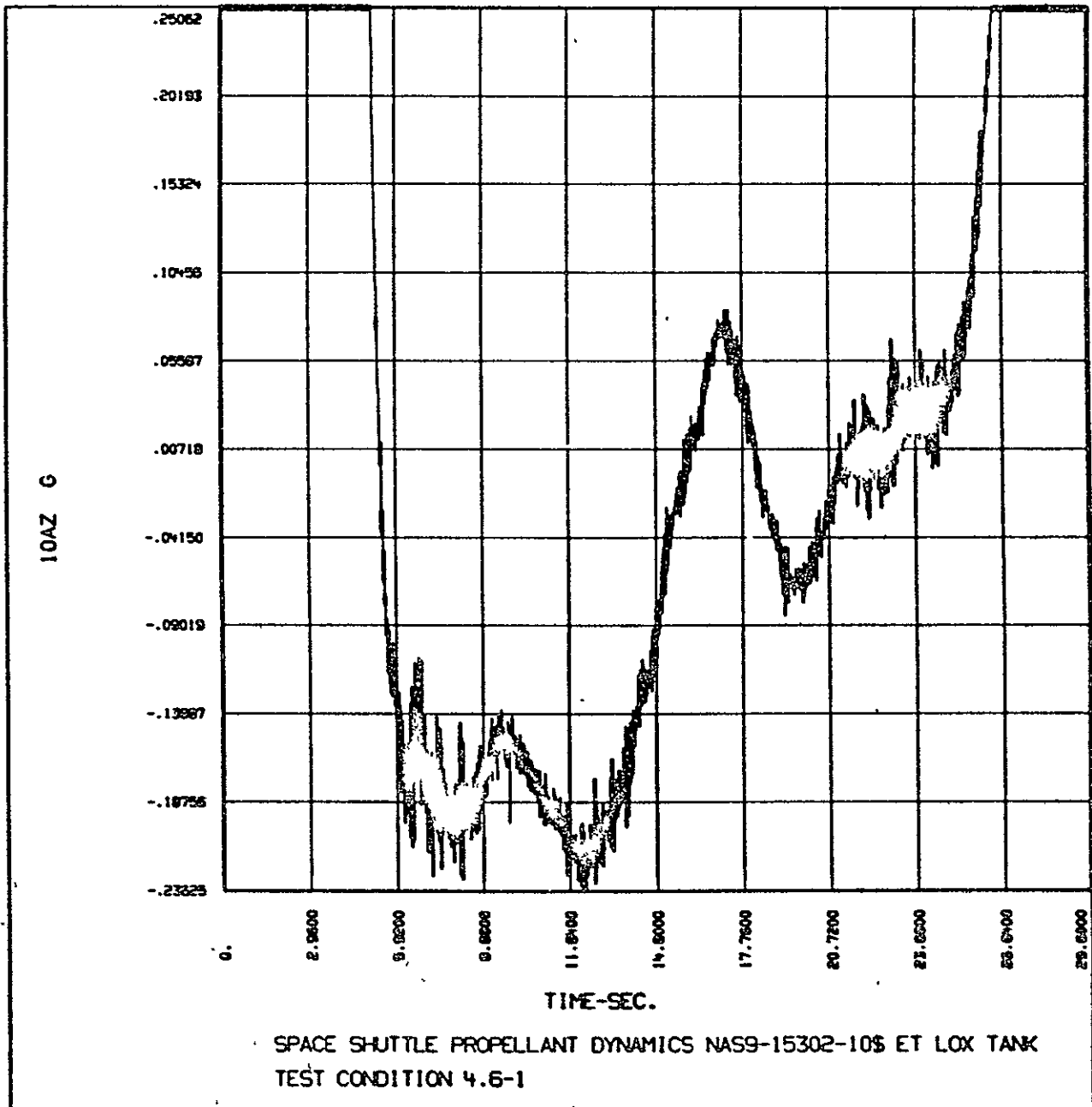
A-354

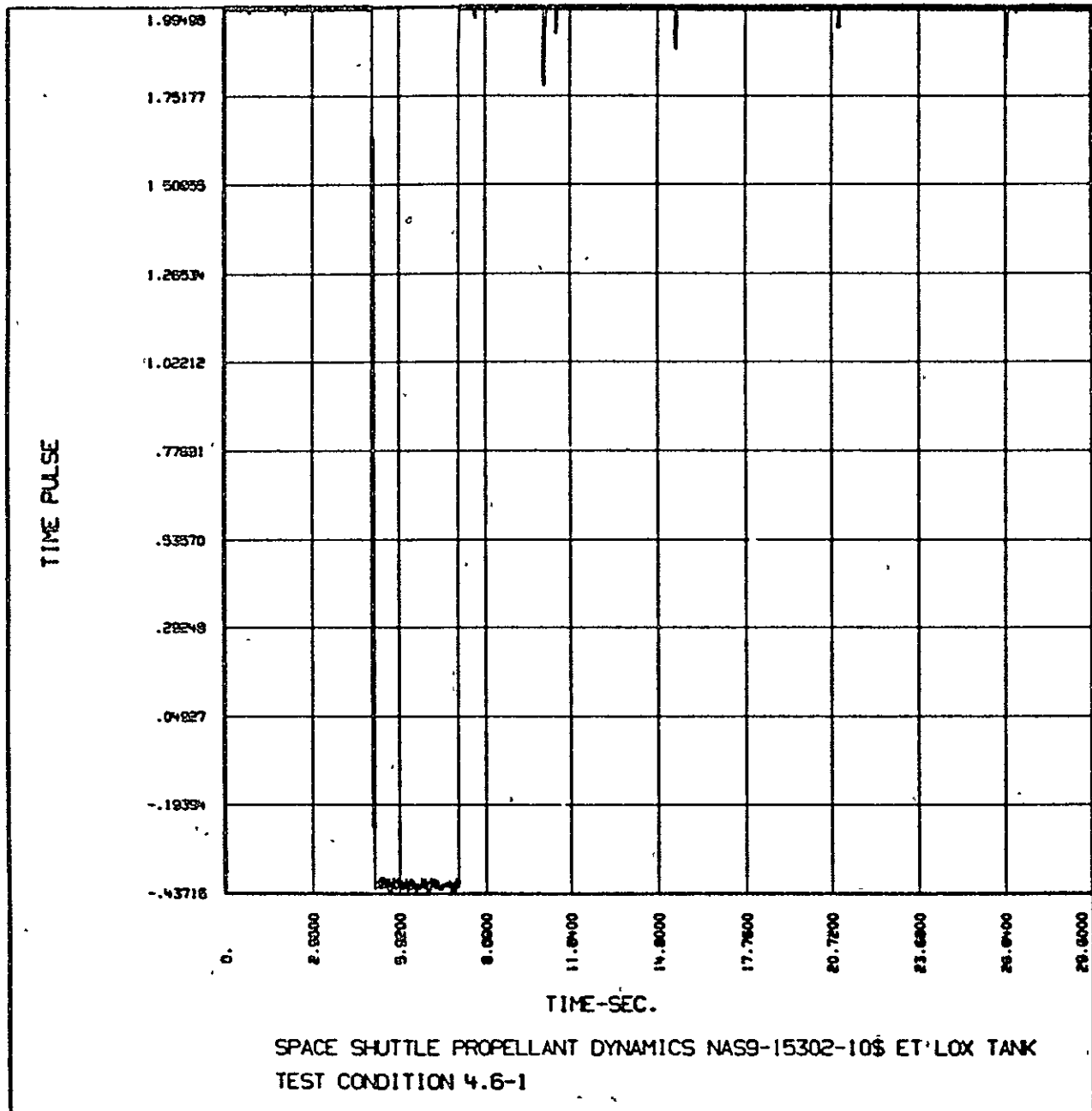




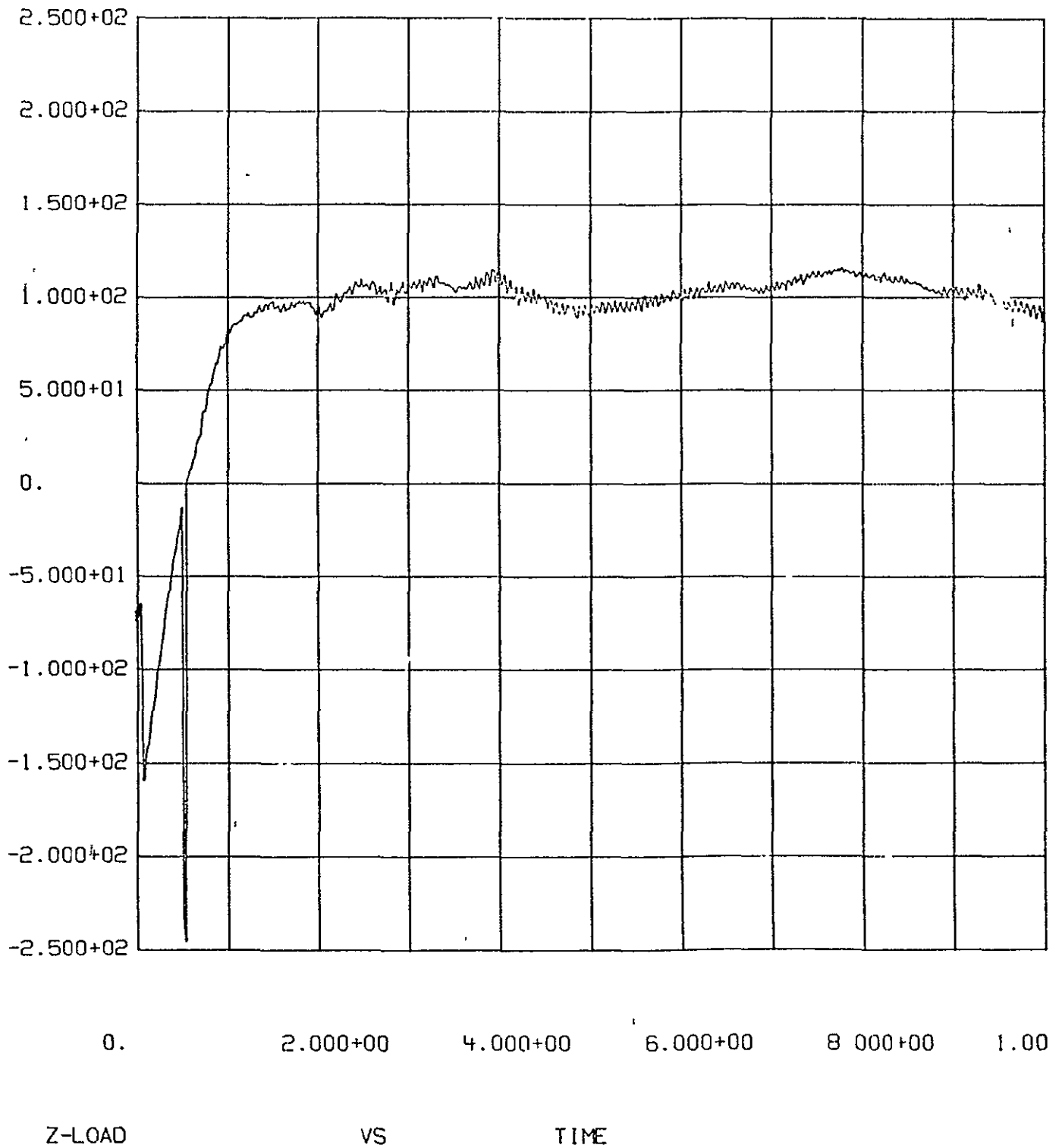
A-356







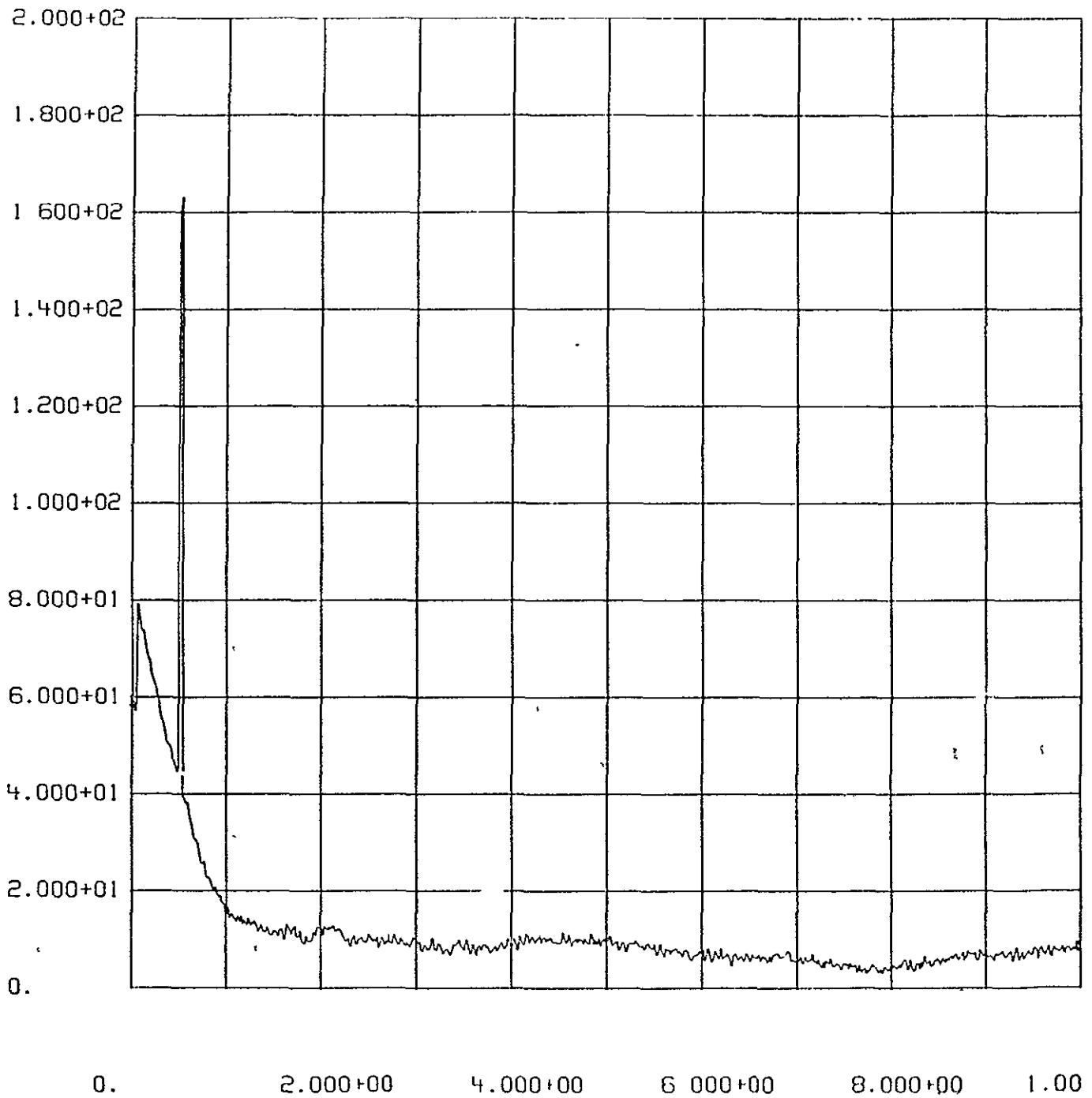
A-359



1 FLT 3 06N078 FLIGHT 4 TEST CONDITION 4 6-1 * UNFILT *

CS

A-360



Y-LOAD

VS

TIME

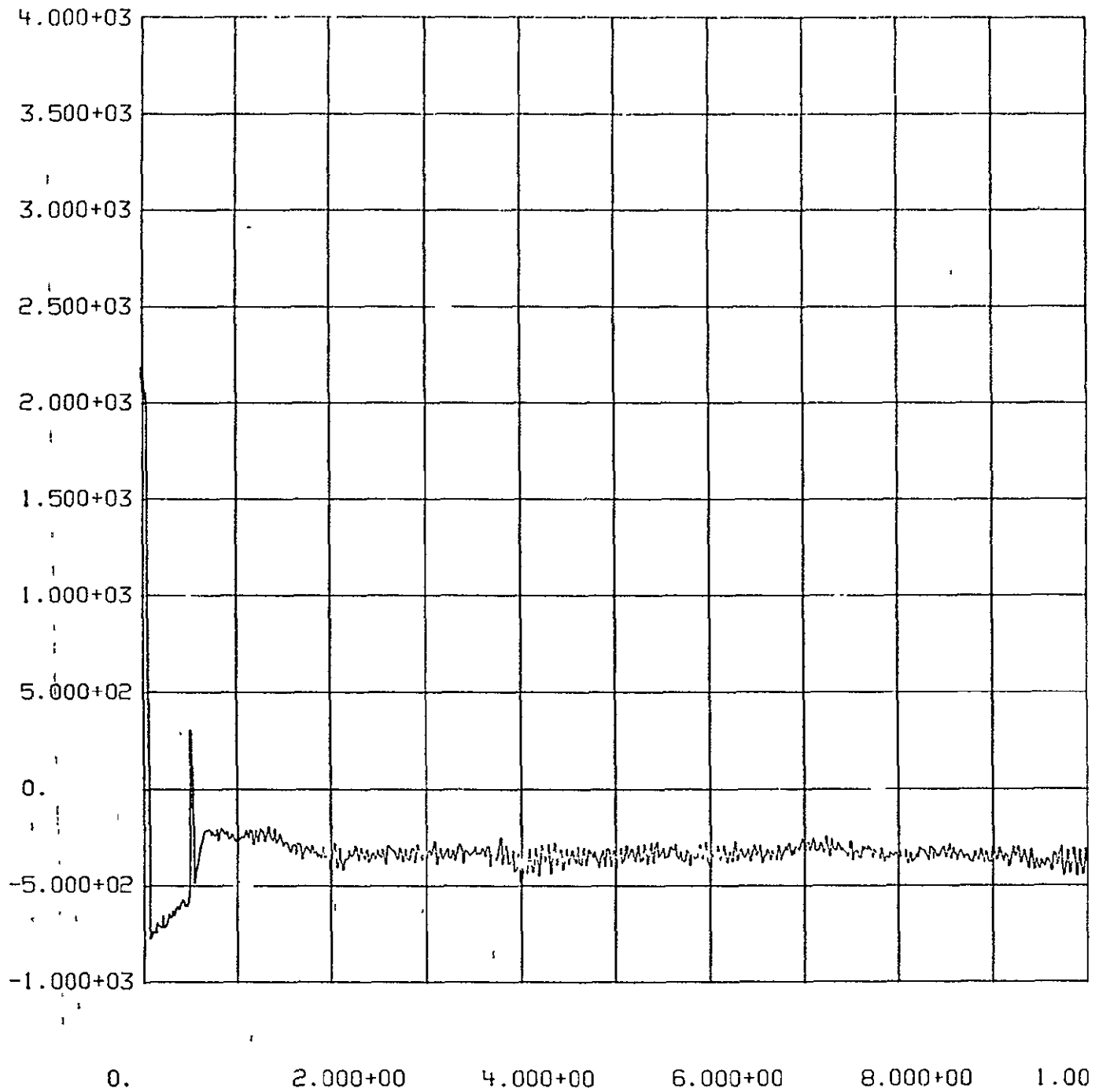
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.6-1 * UNFILT *

A-361



MOMENT

VS

TIME

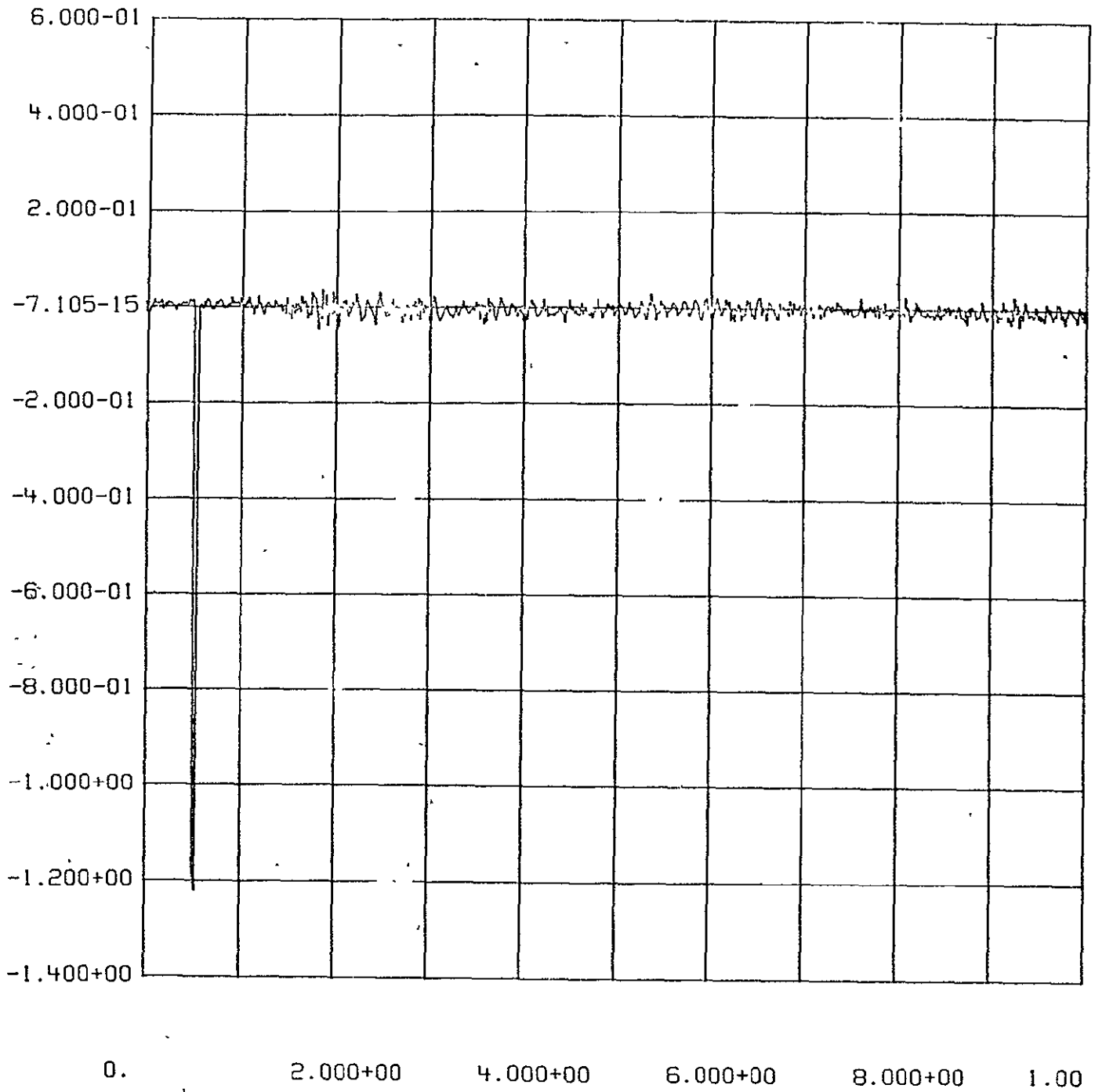
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4 6-1 * UNFILT *

A-362



AC YAC

VS

TIME

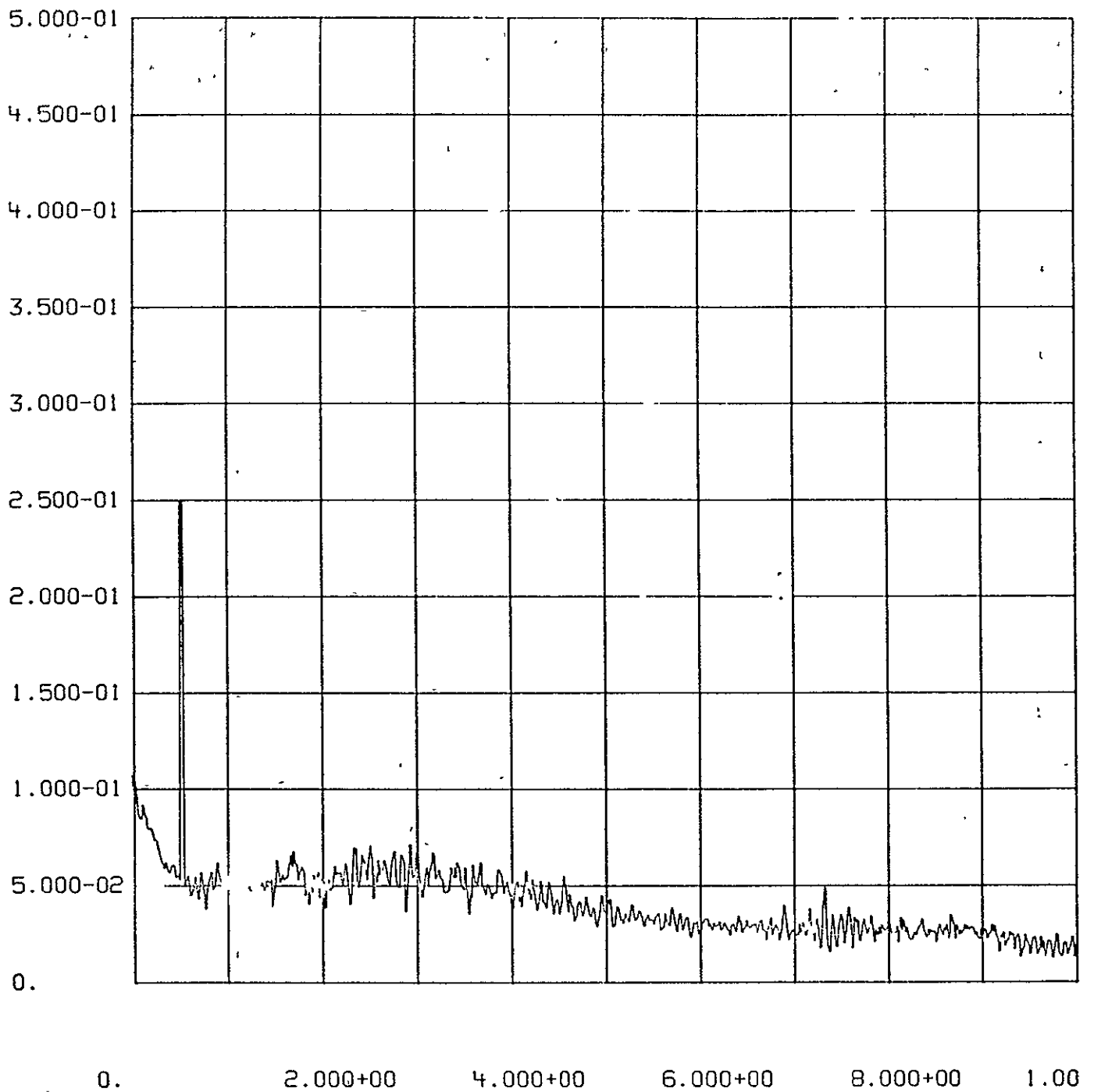
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.6-1 * UNFILT *

A-363



AC XAC

VS

TIME

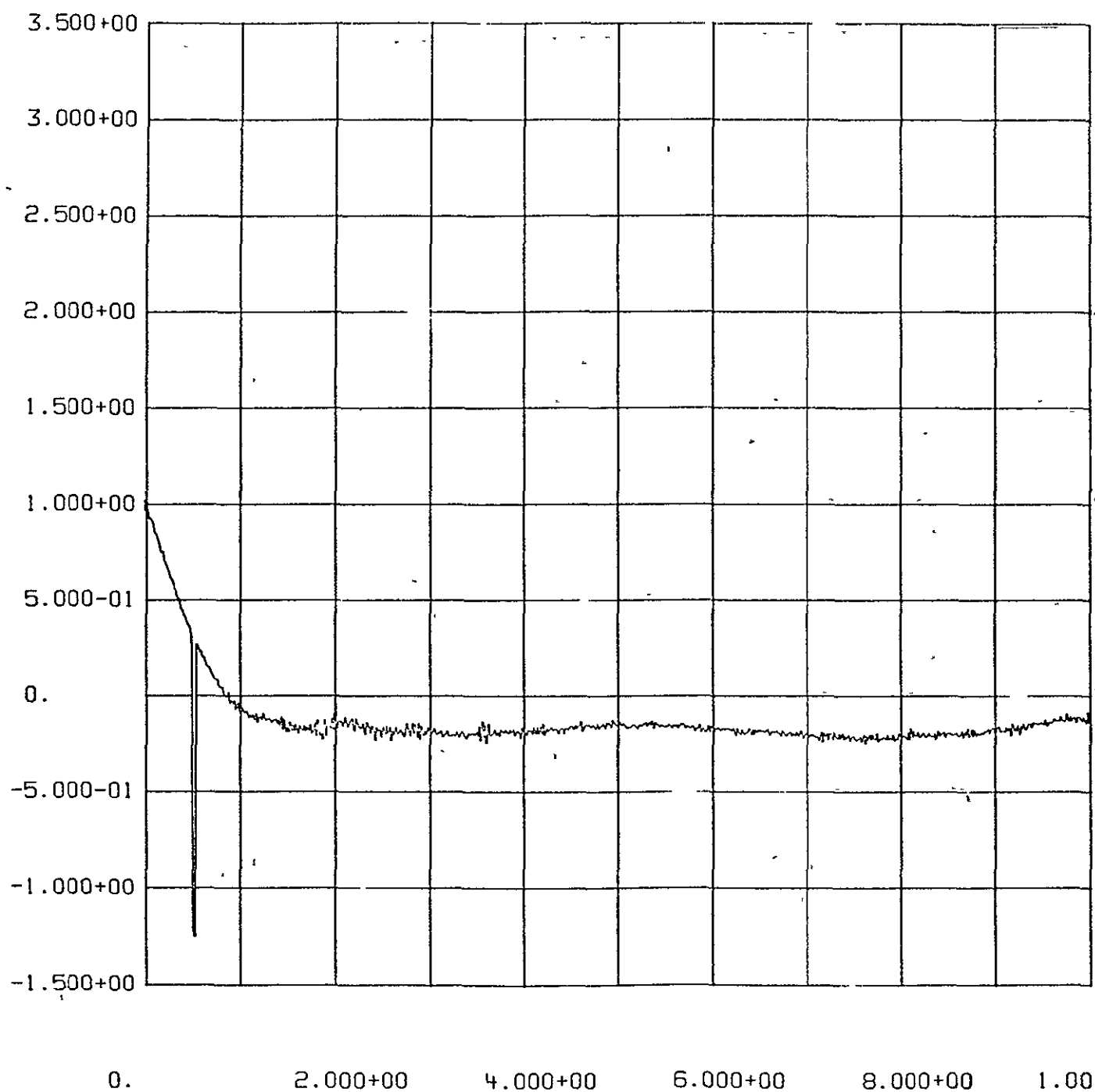
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.6-1 * UNFILT. *

A-364



AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.6-1 * UNFILT *

Test Data Condition 4.7-2

Baffles

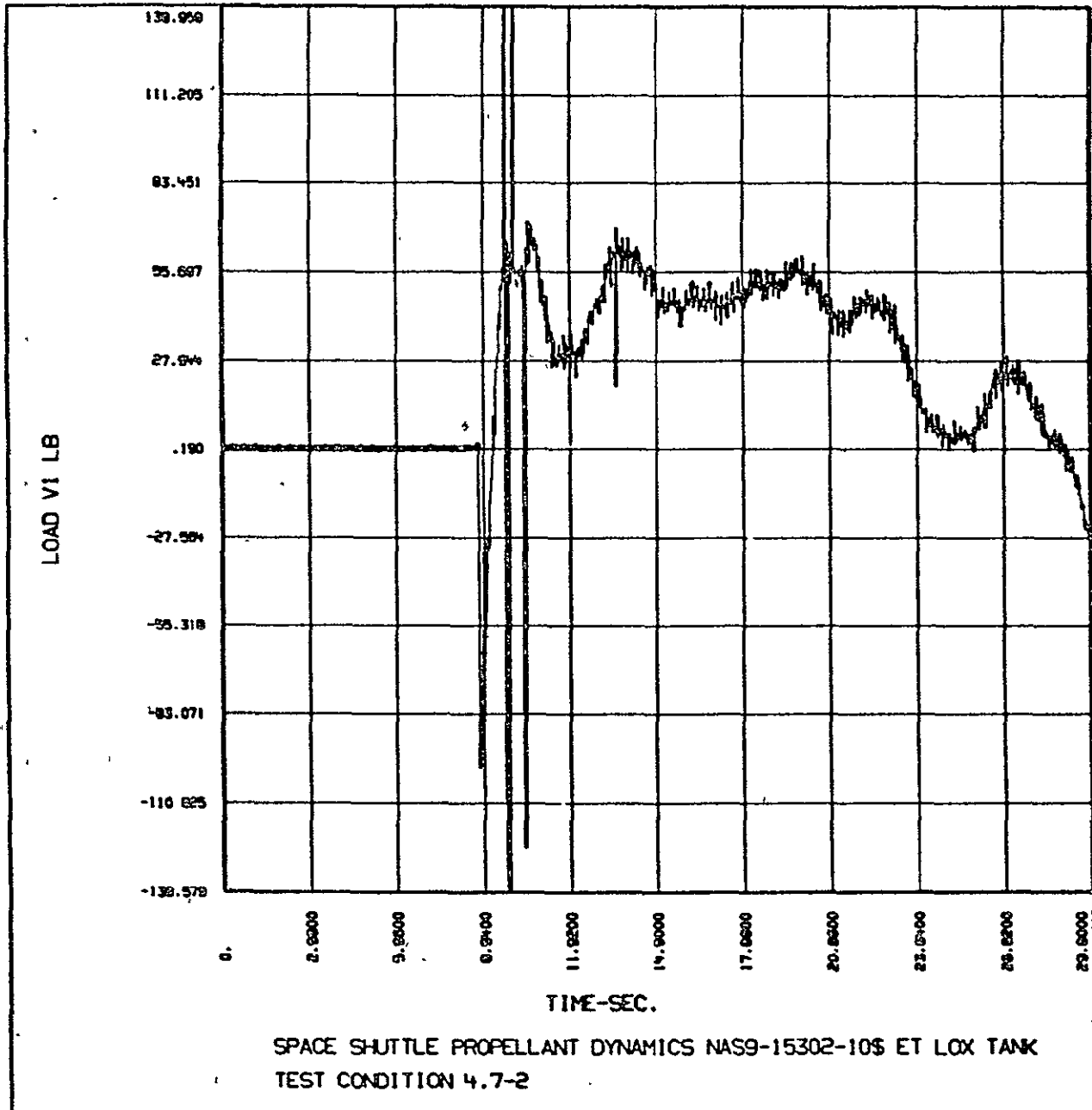
Test Fluid – Water

Orientation – 13°

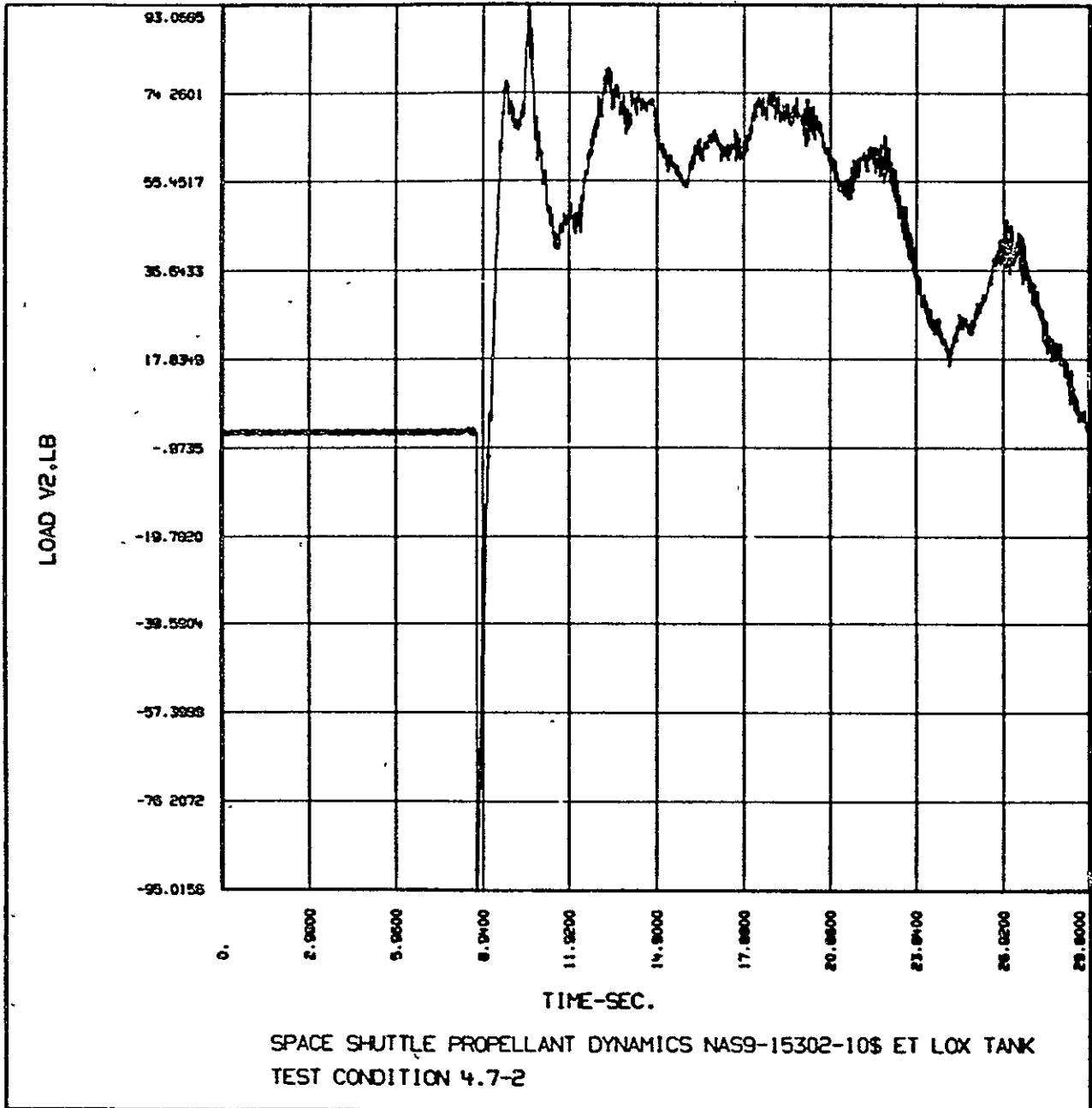
Fill Volume – 5.5%

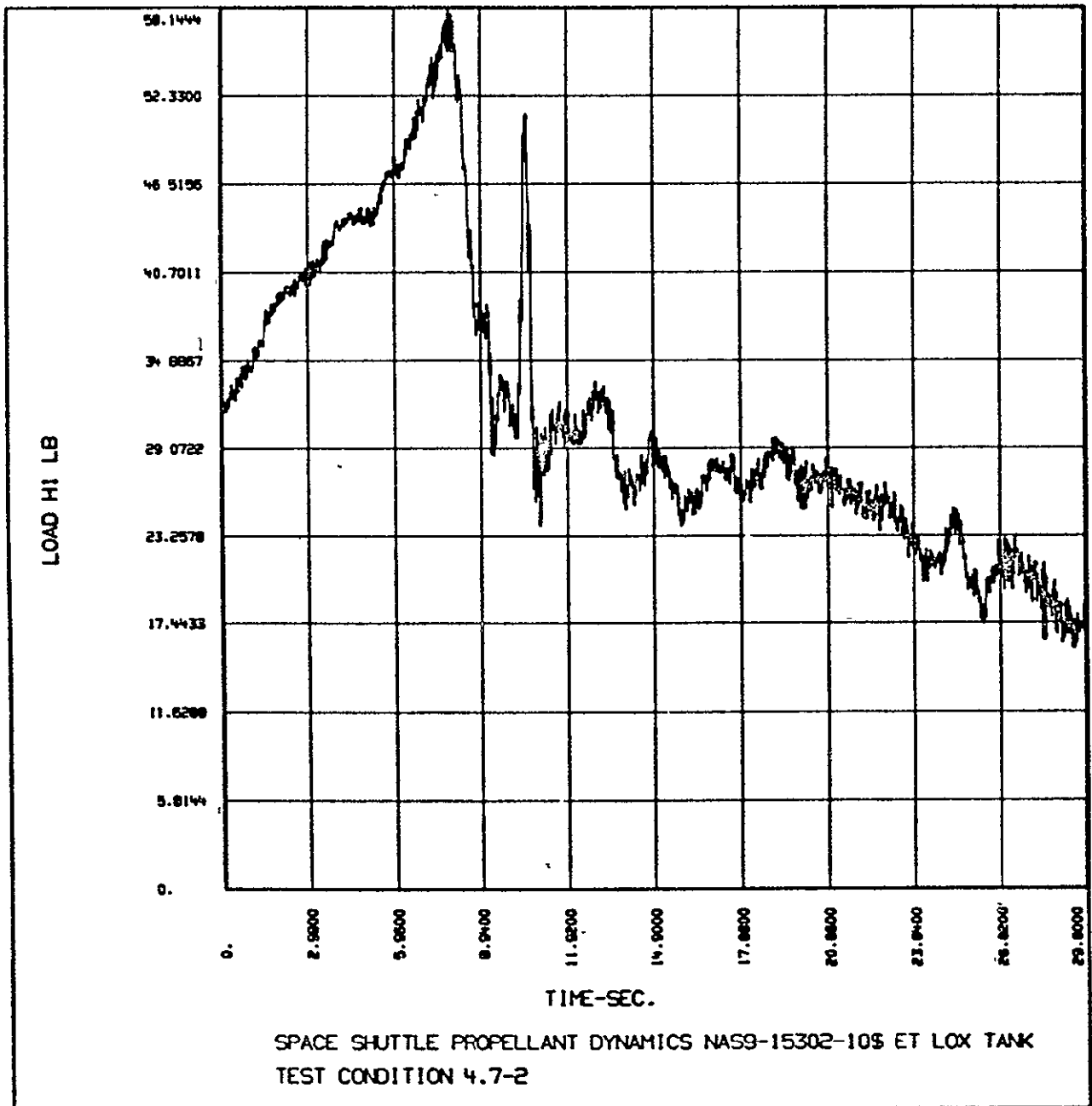
Target Acceleration – 0.2 g

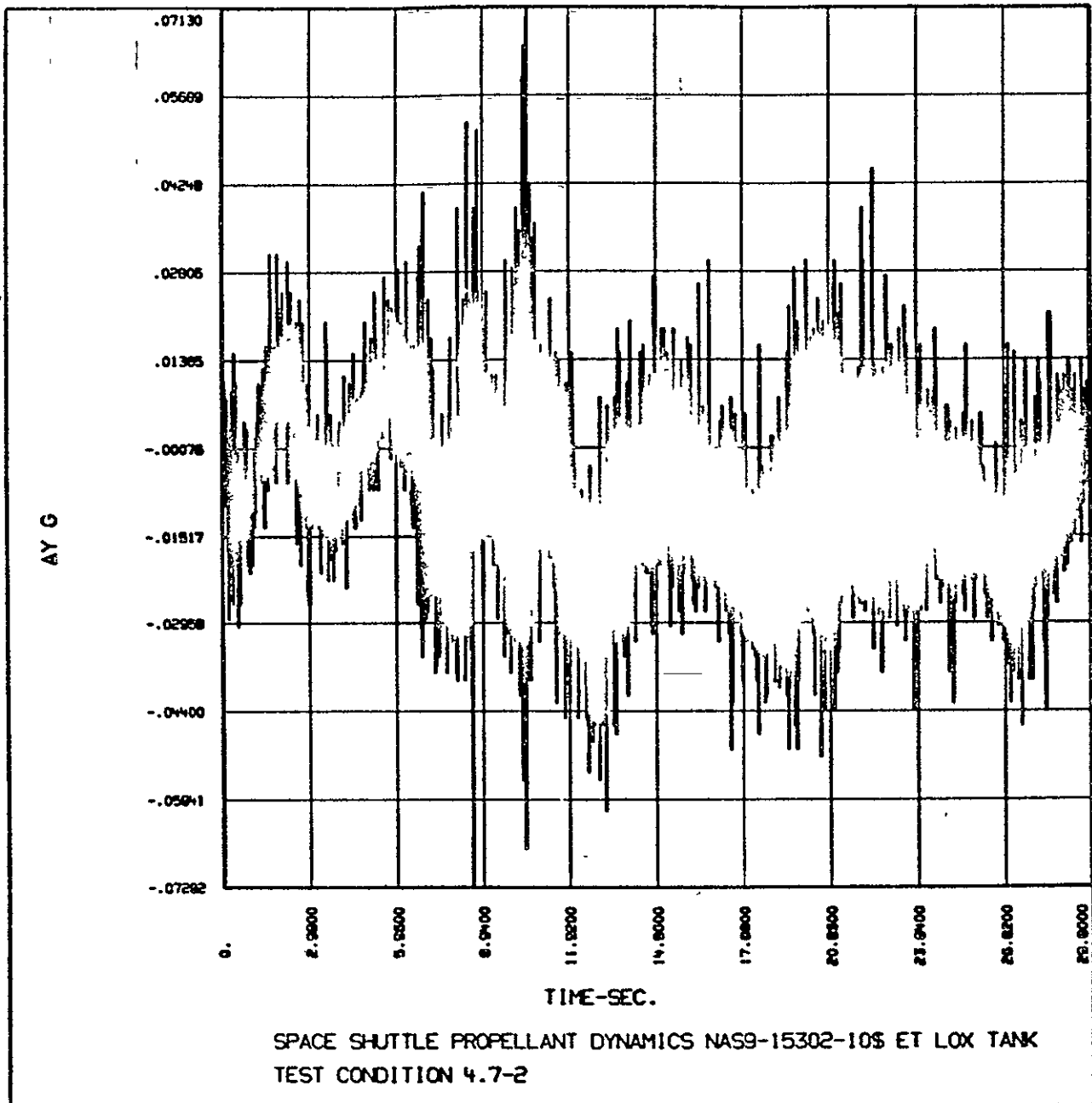
A-365

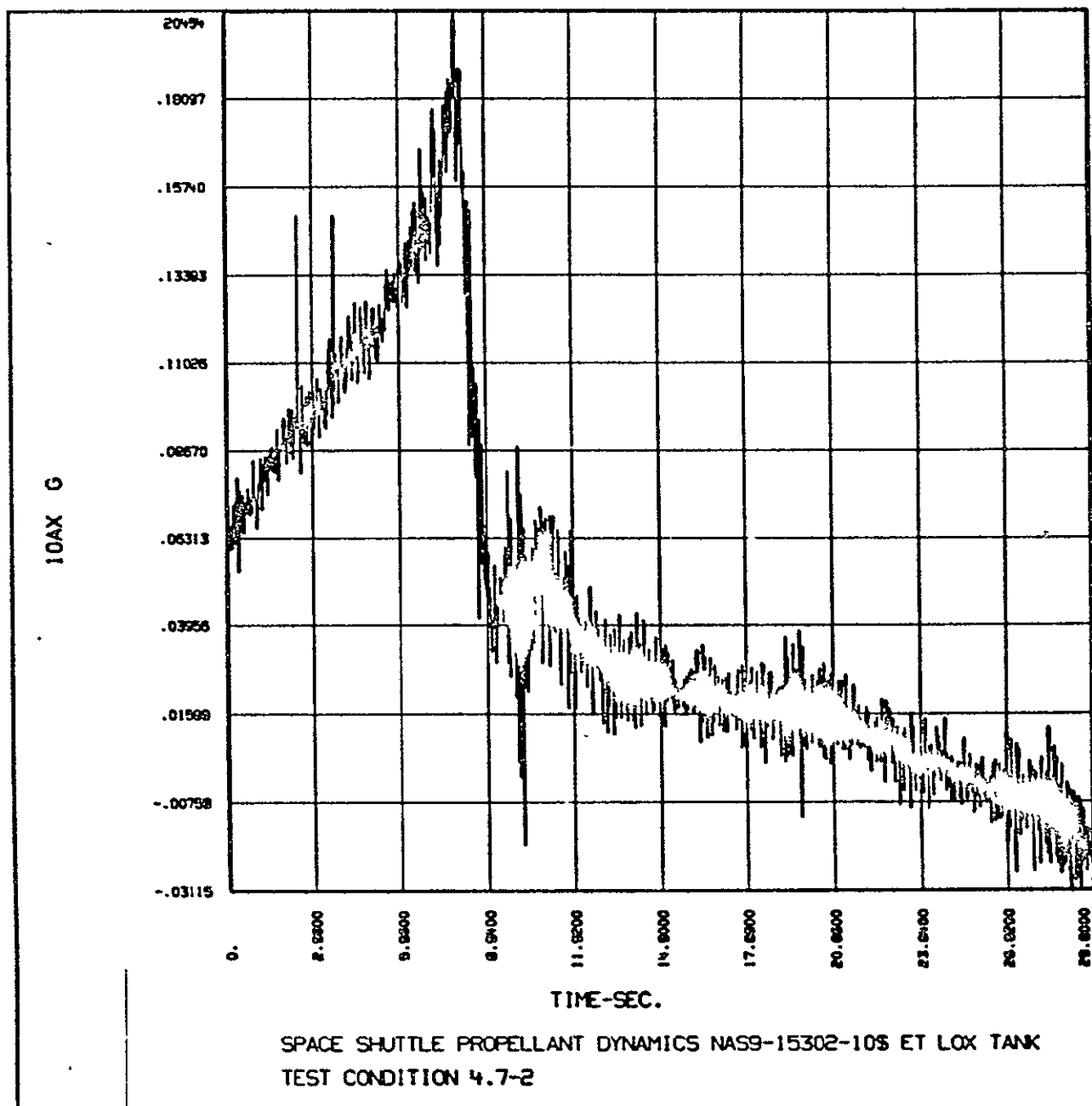


A-366

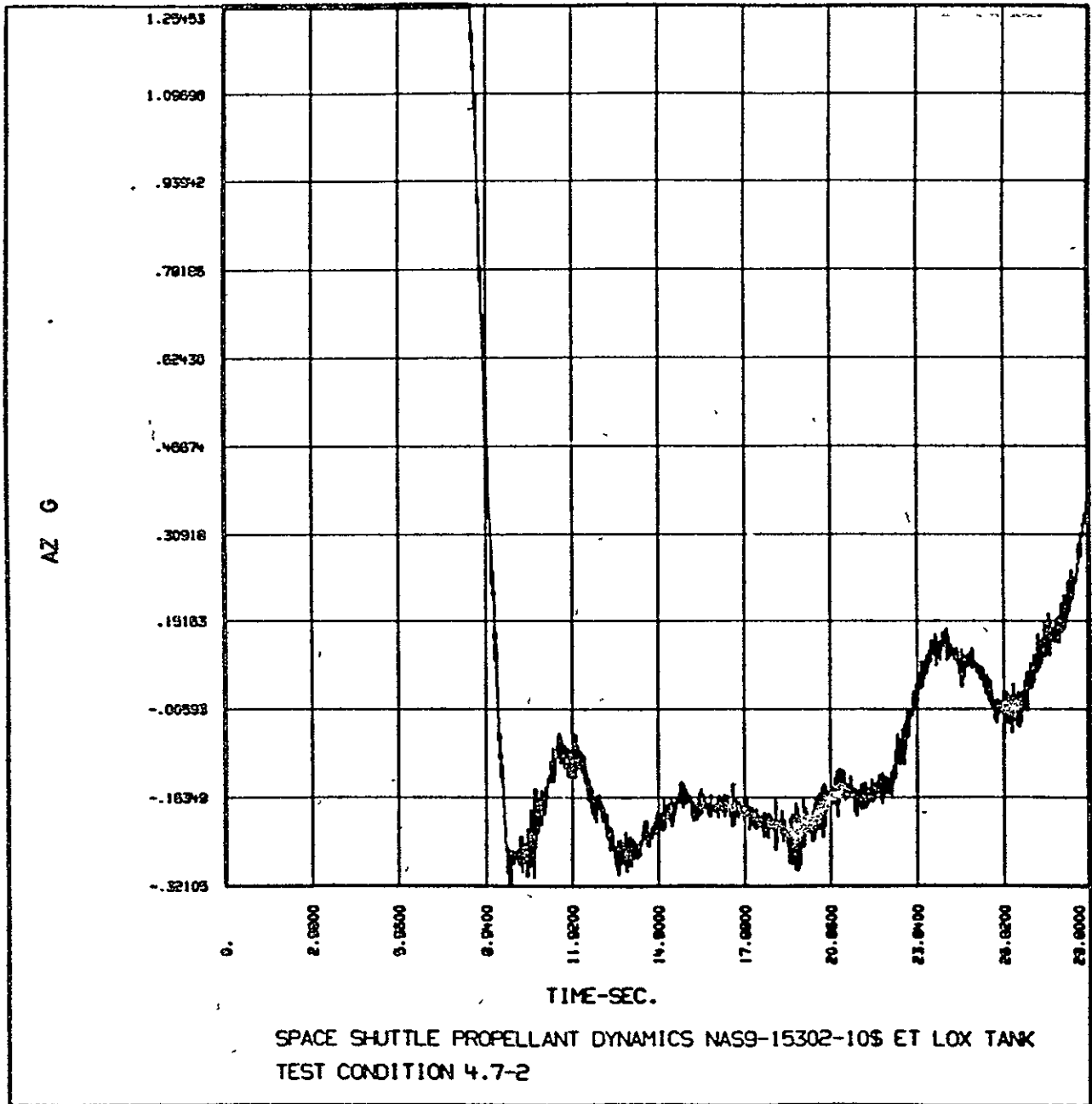




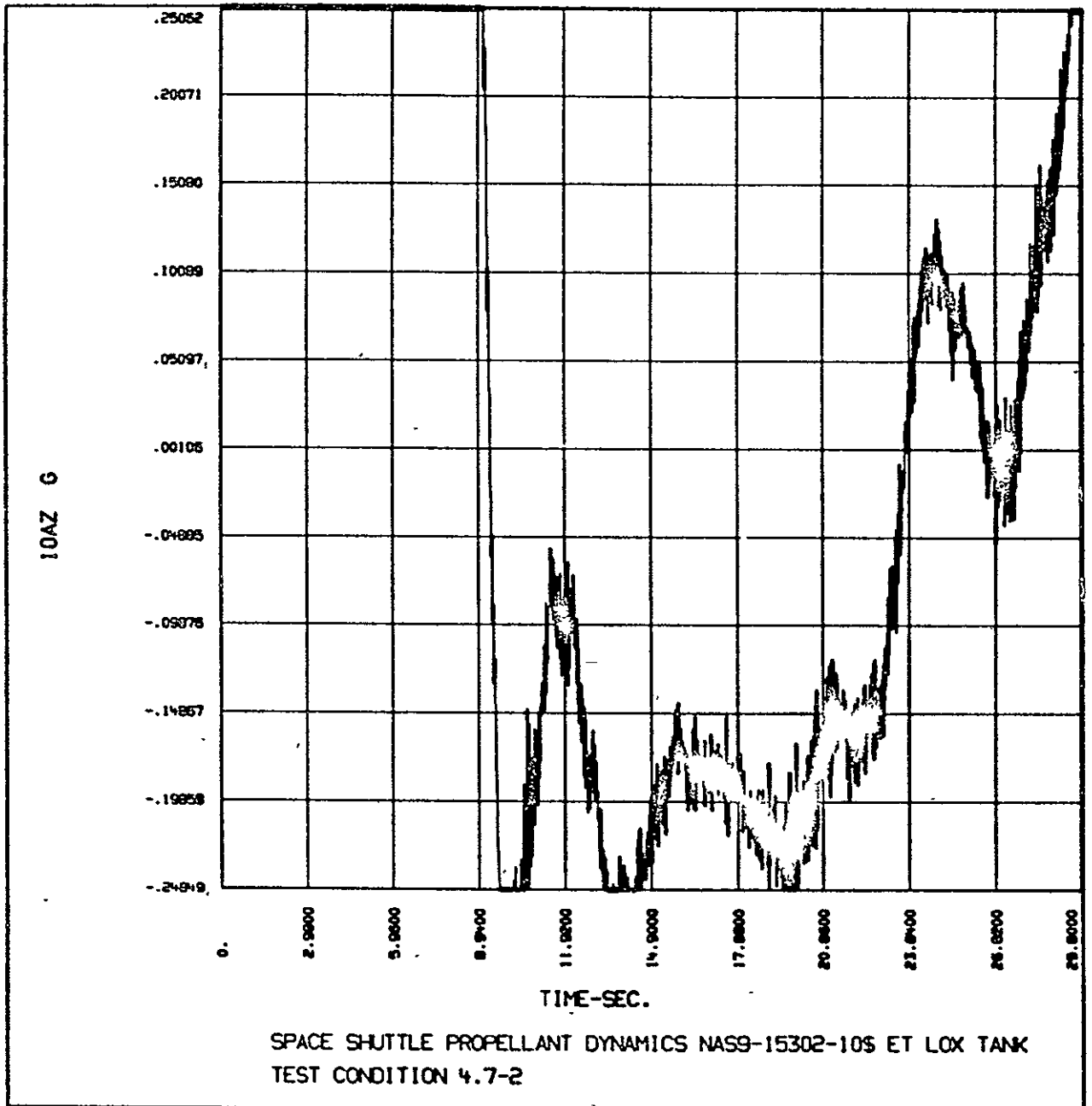




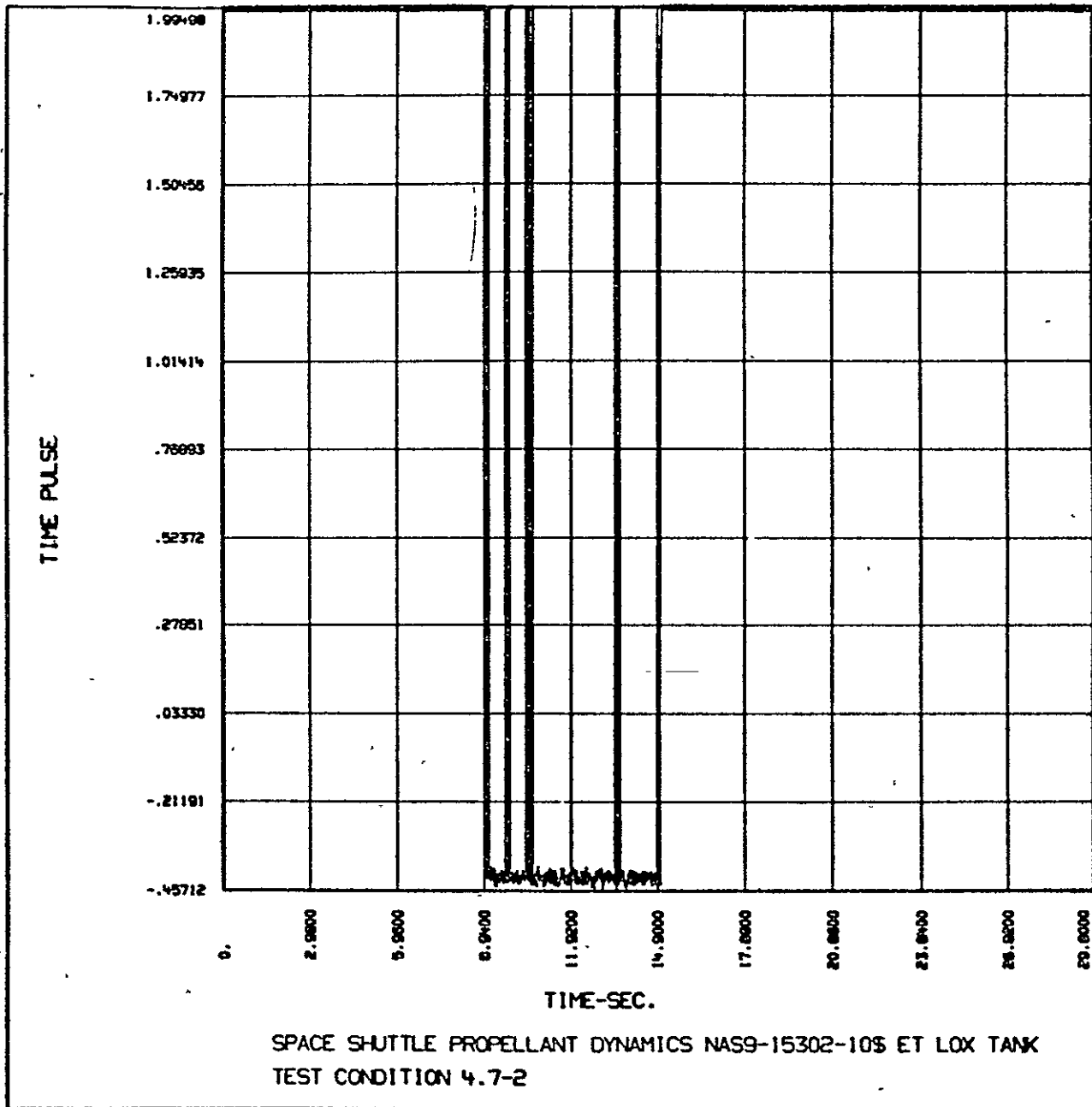
A-370



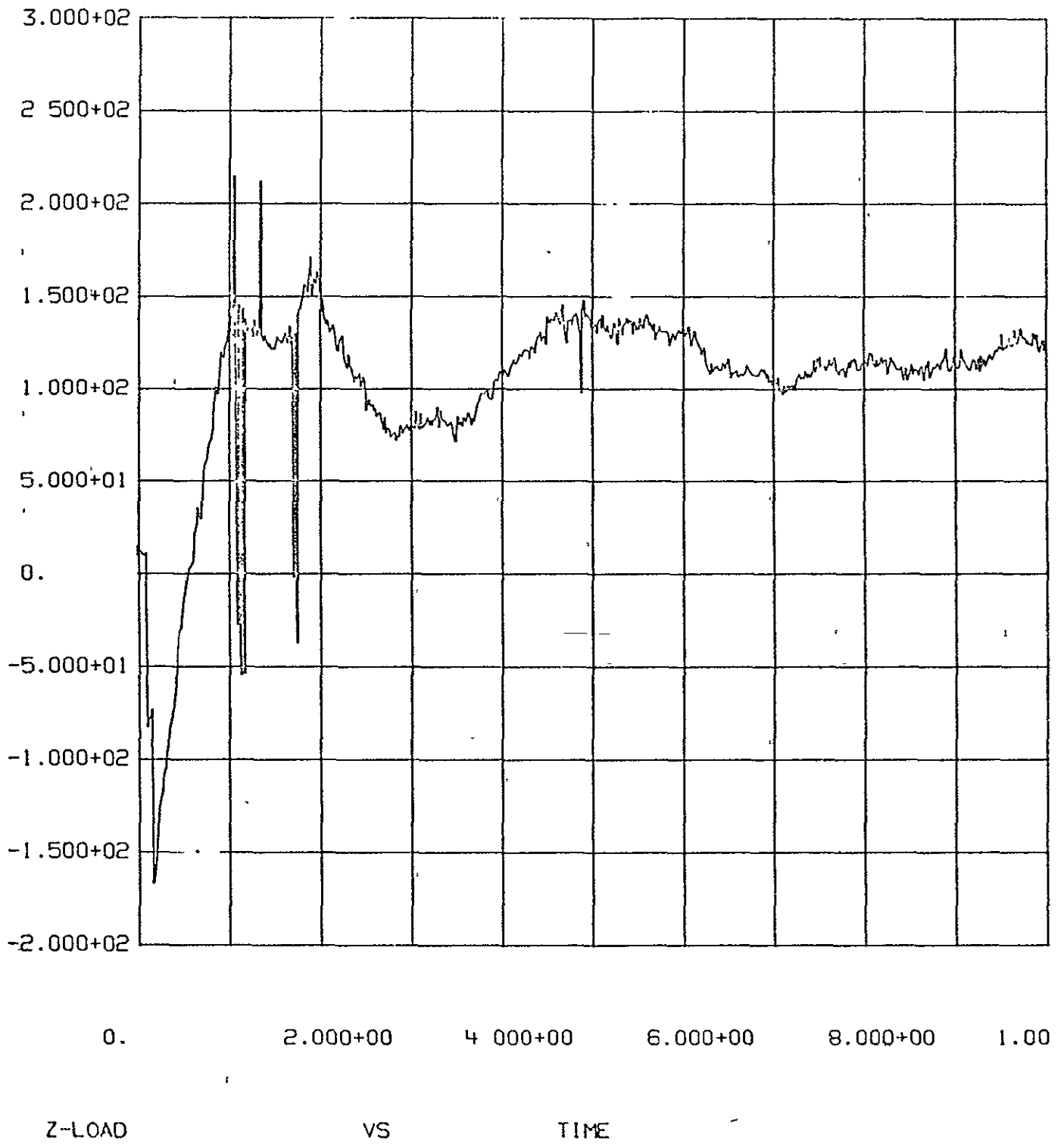
A-371



A-372



A-373



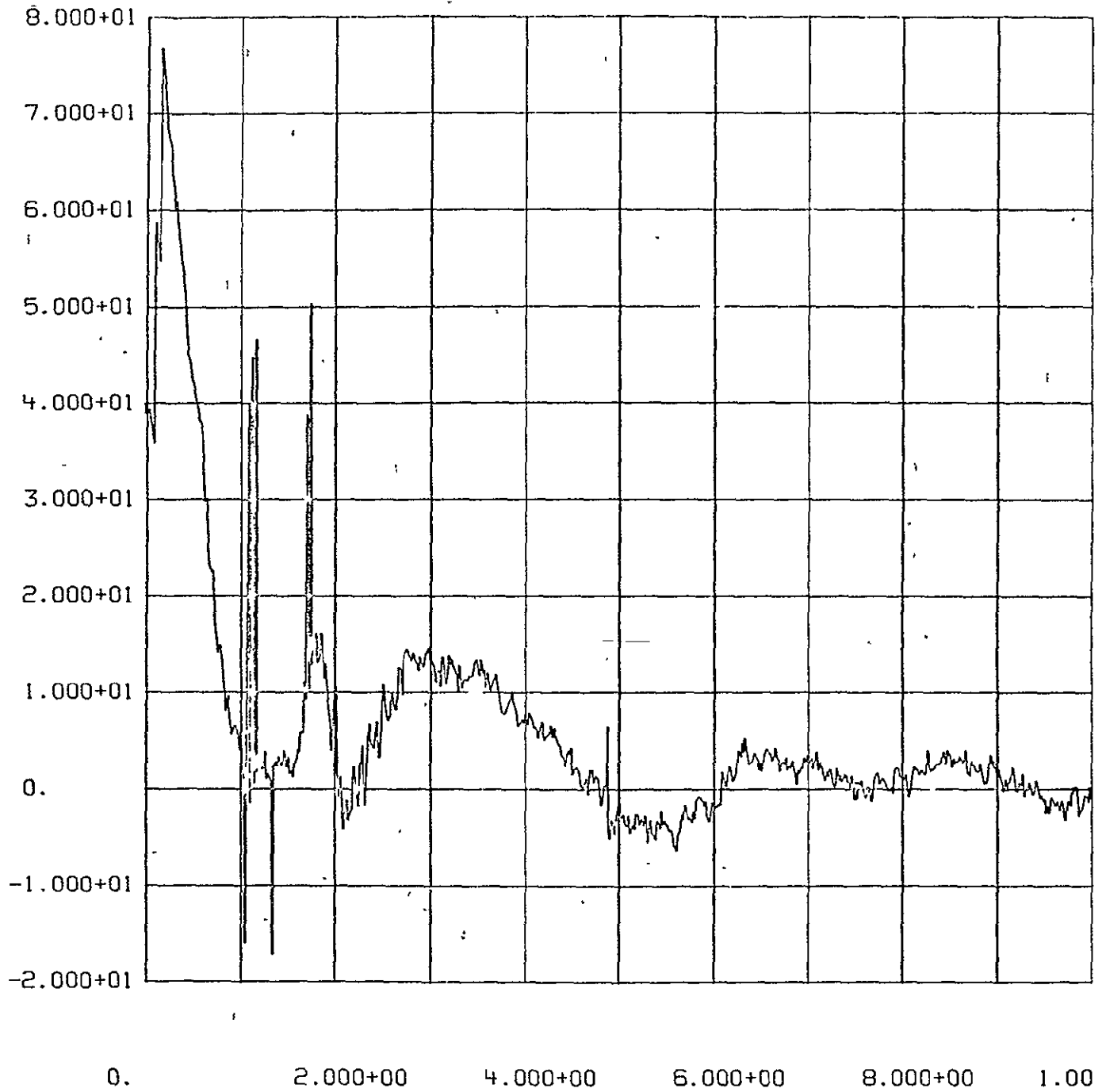
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.7-2 * UNFILT *

A-374



Y-LOAD

VS

TIME

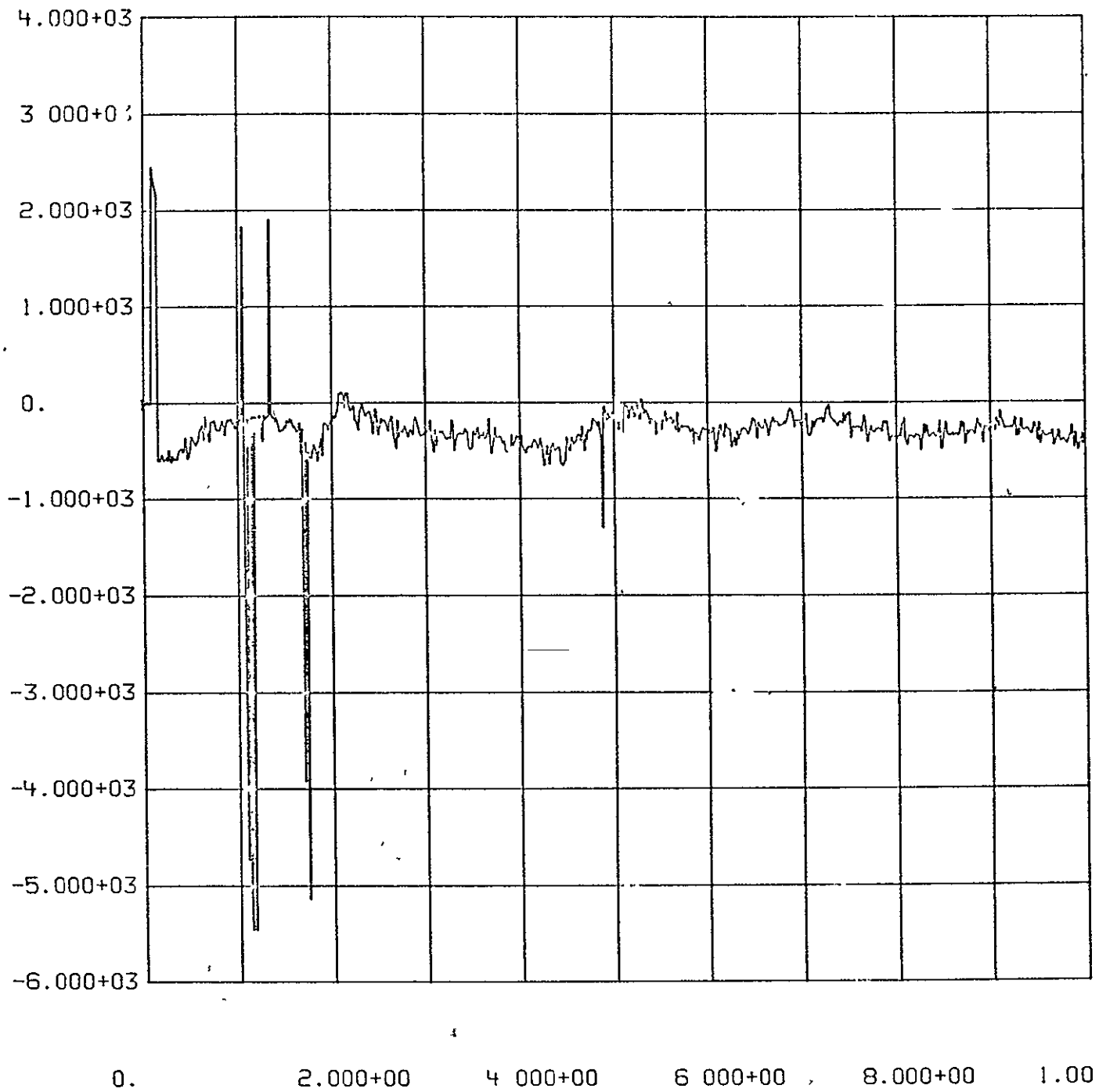
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.7-2 * UNFILT *

A-375



MOMENT

VS

TIME

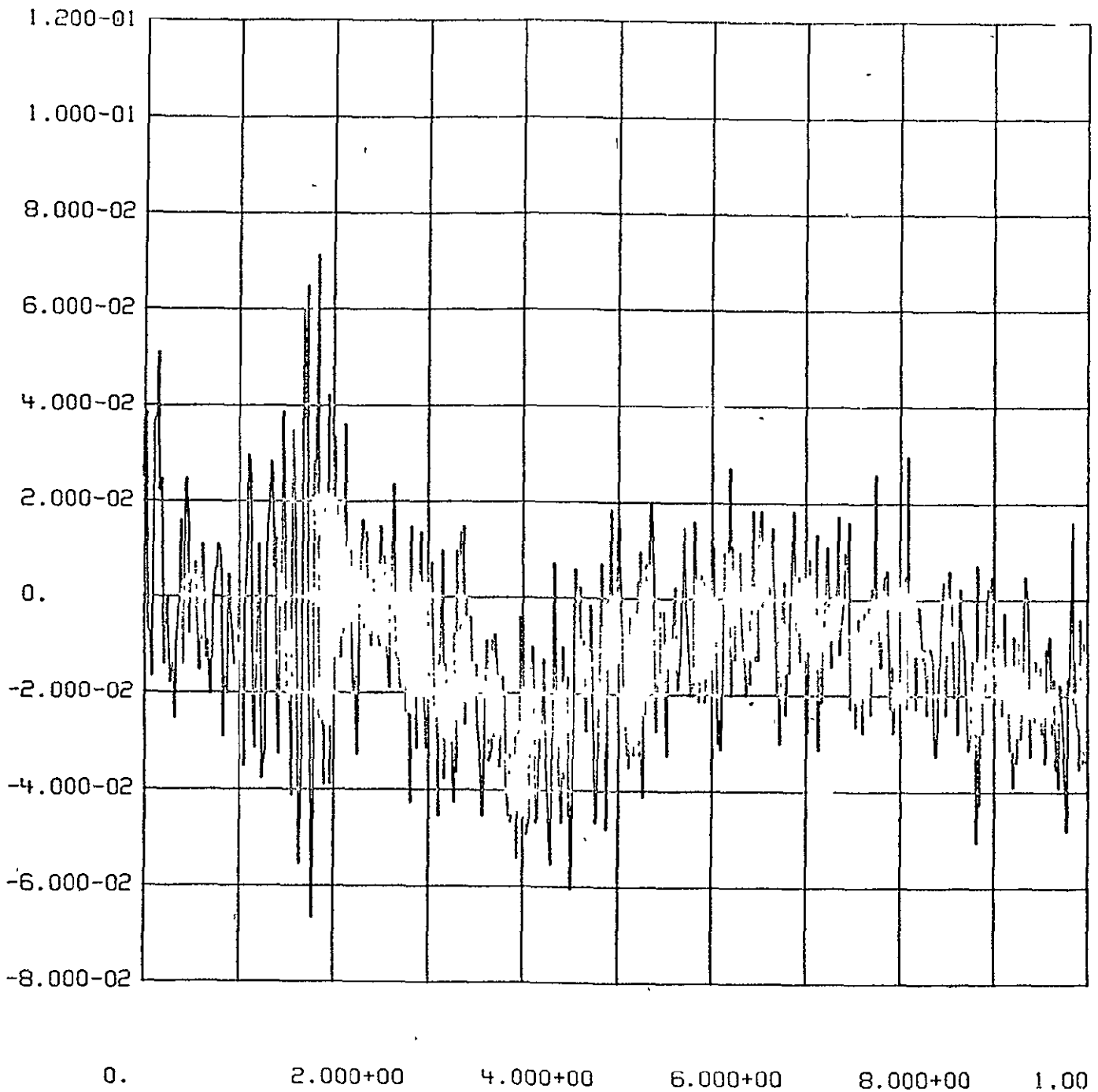
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.7-2 * UNFILT *

A-376



AC YAC

VS

TIME

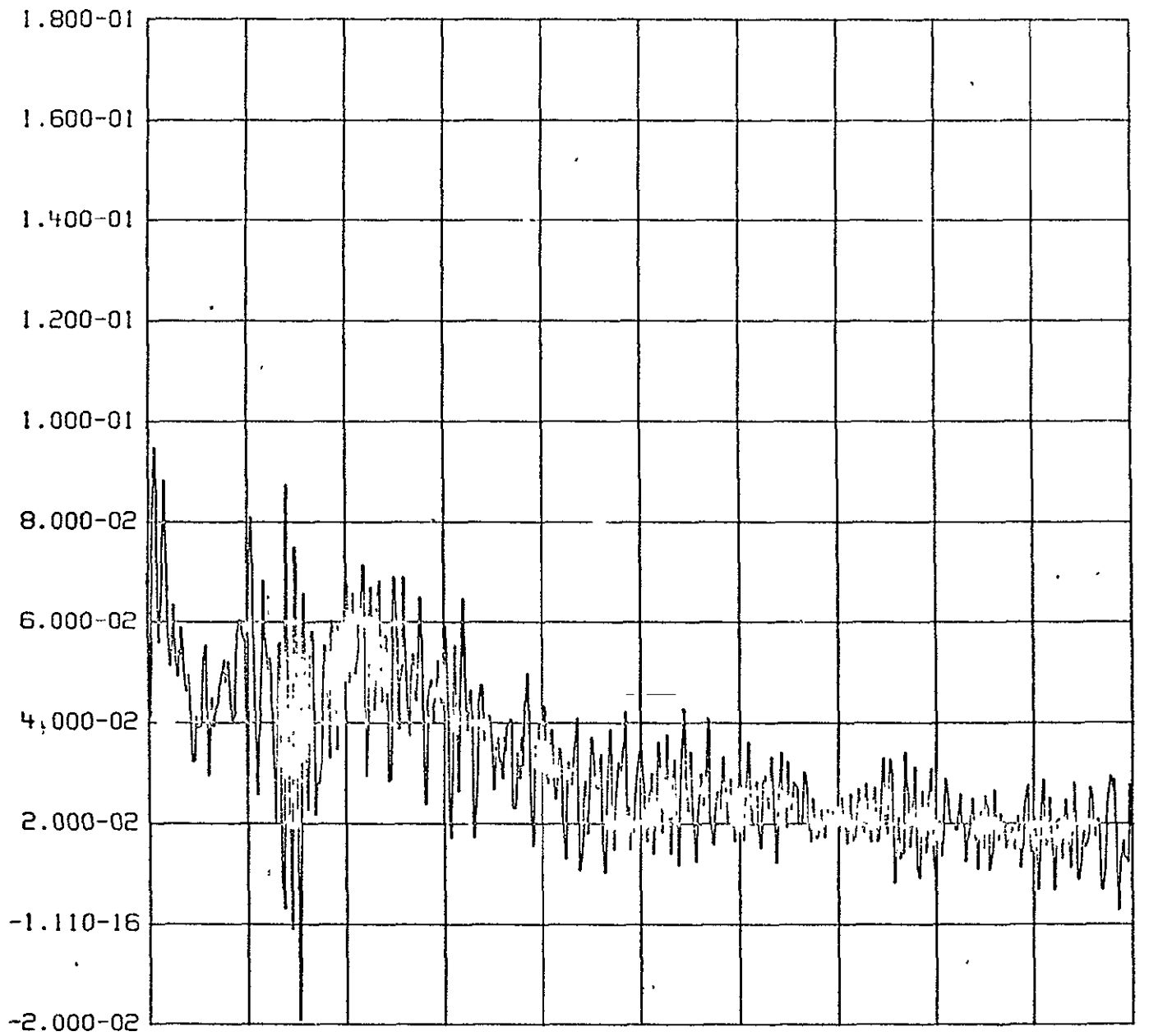
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.7-2 * UNFILT *

A-377



0.

2.000+00

4.000+00

6.000+00

8.000+00

1.00

AC XAC

VS

TIME

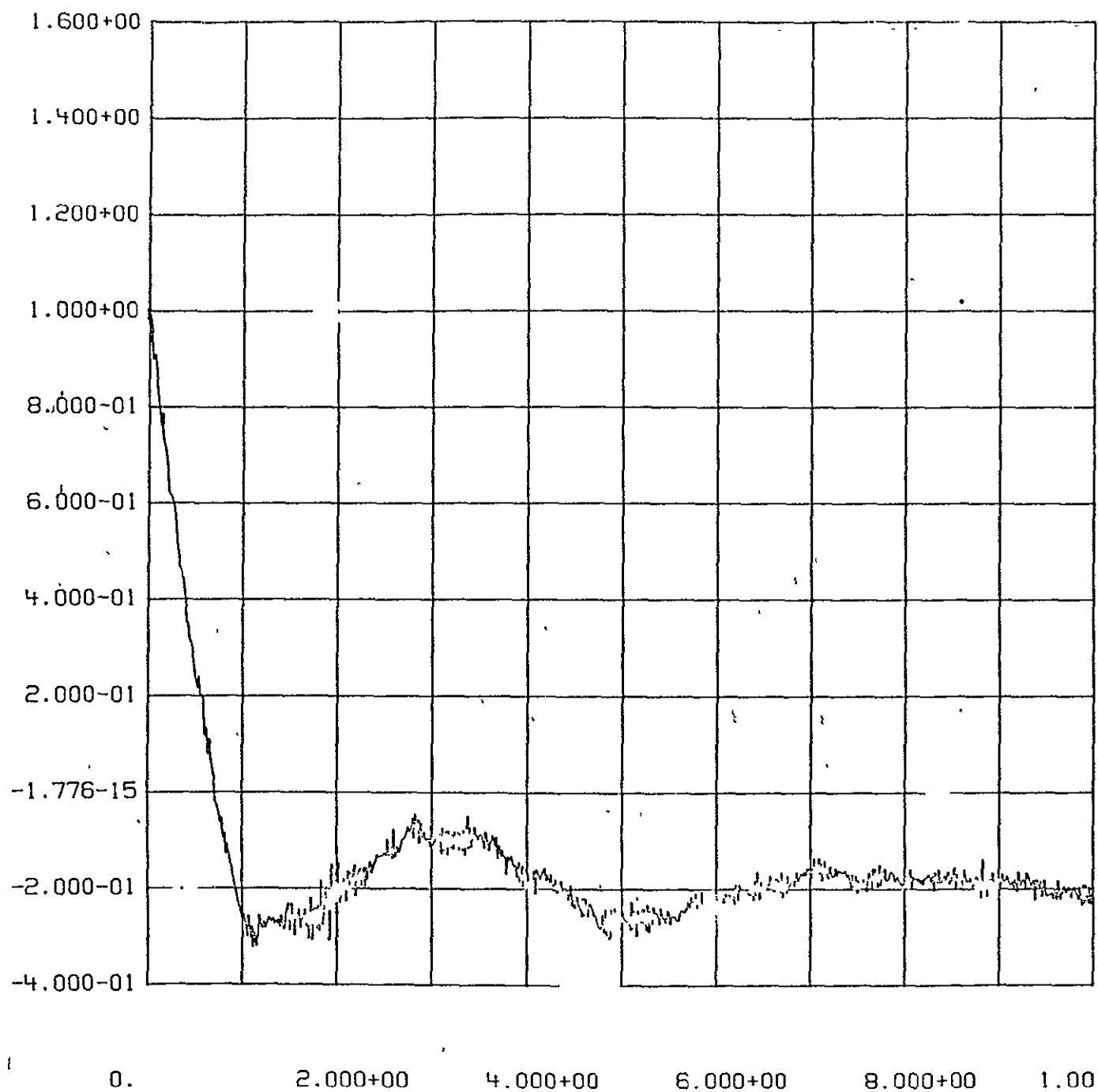
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.7-2 * UNFILT *

A-378



AC ZAC

VS

TIME

FLT 3

06NO78

FLIGHT 4 TEST CONDITION 4.7-2 * UNFILT *

Test Data Condition 4.8-1

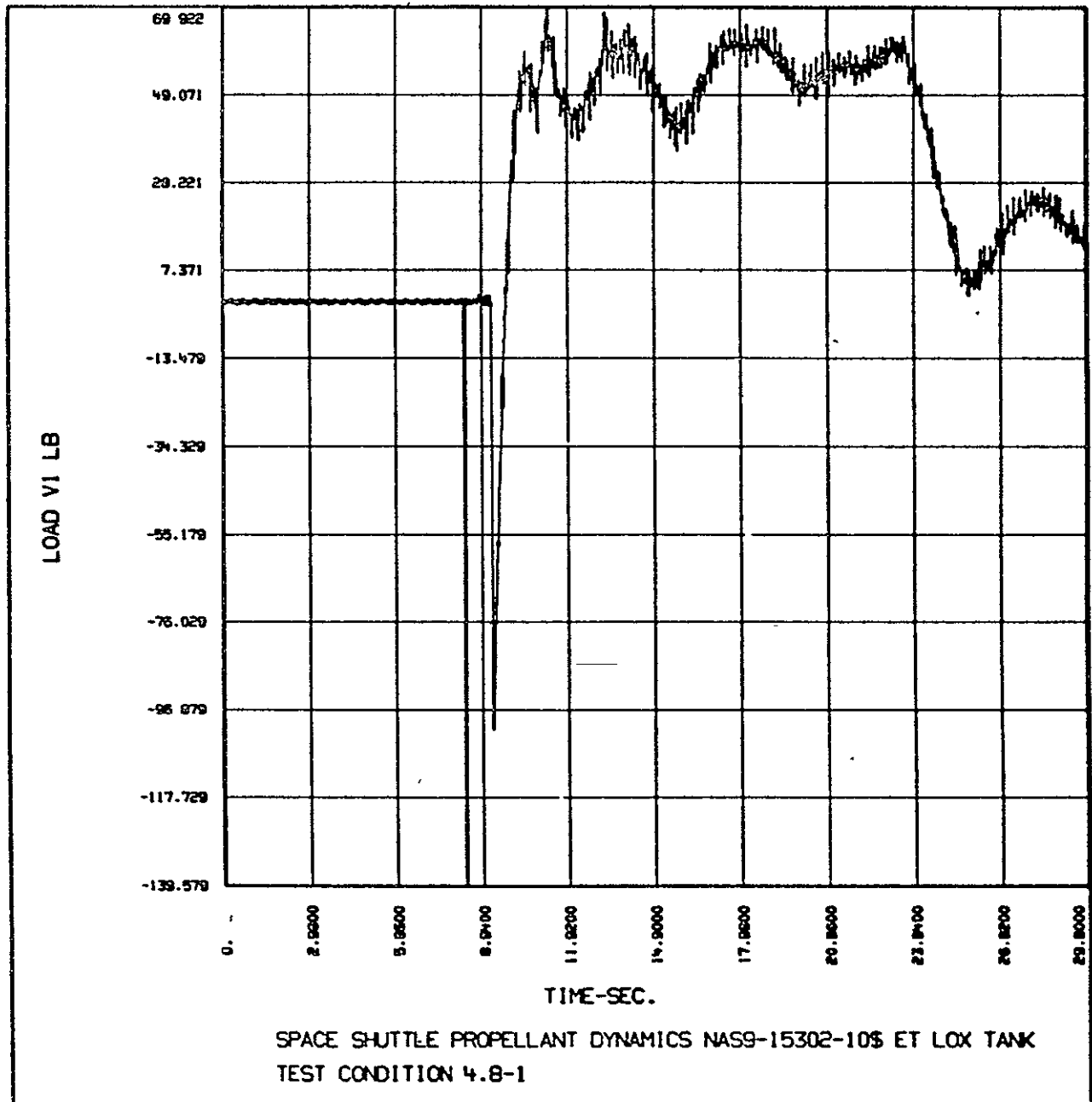
Baffles

Test Fluid – Water

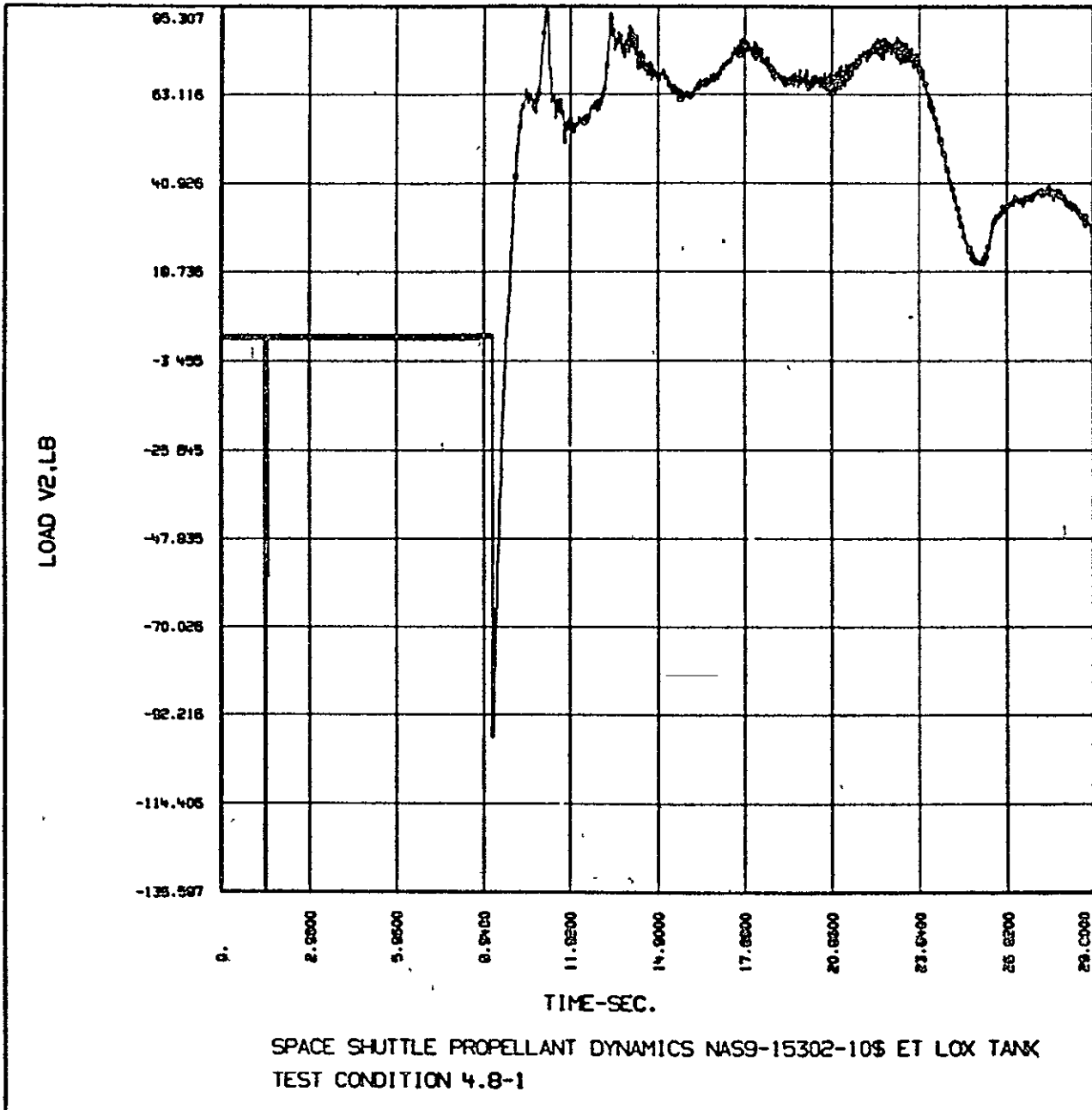
Orientation – 13°

Fill Volume – 10%

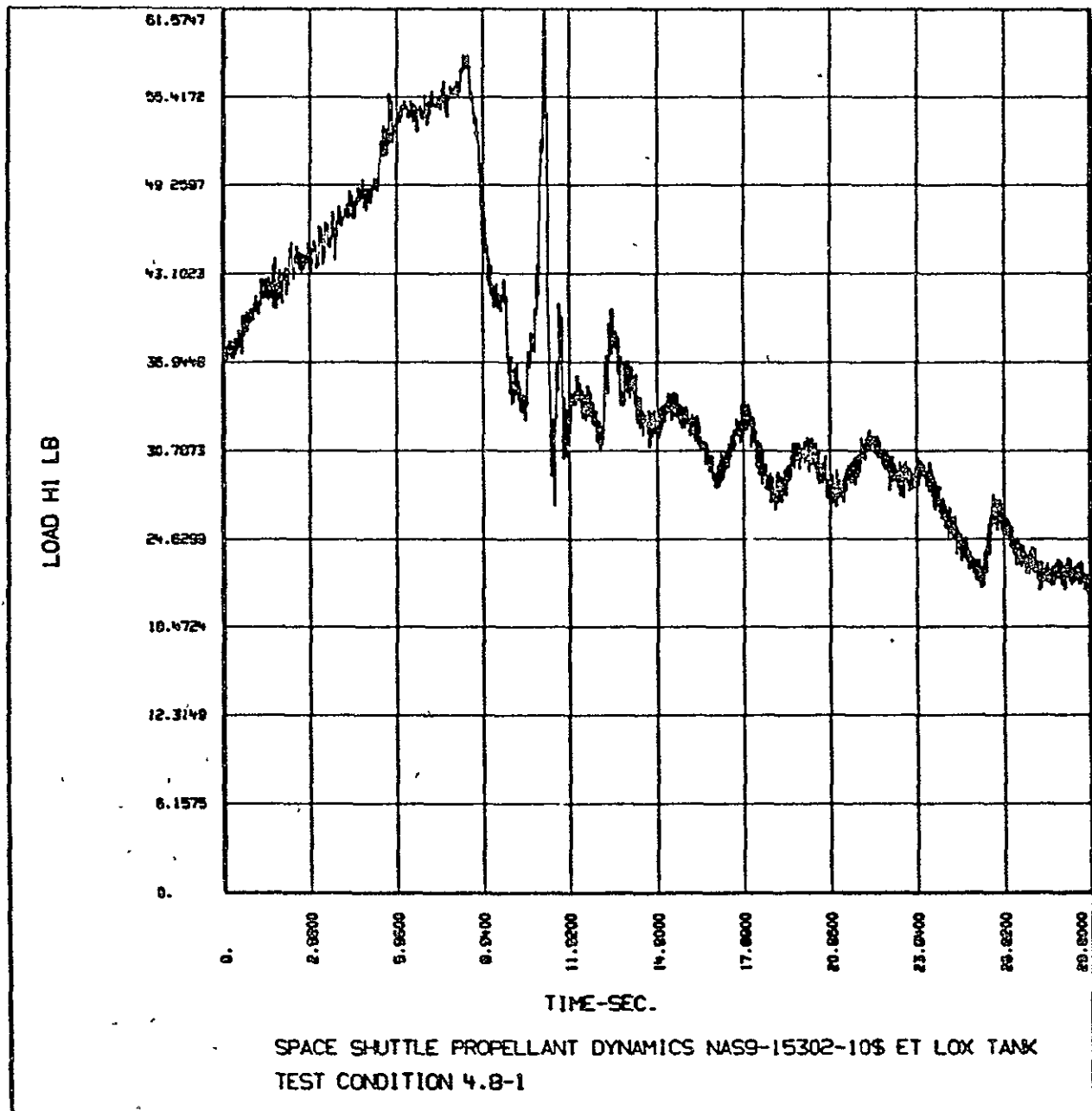
Target Acceleration—0.2 g

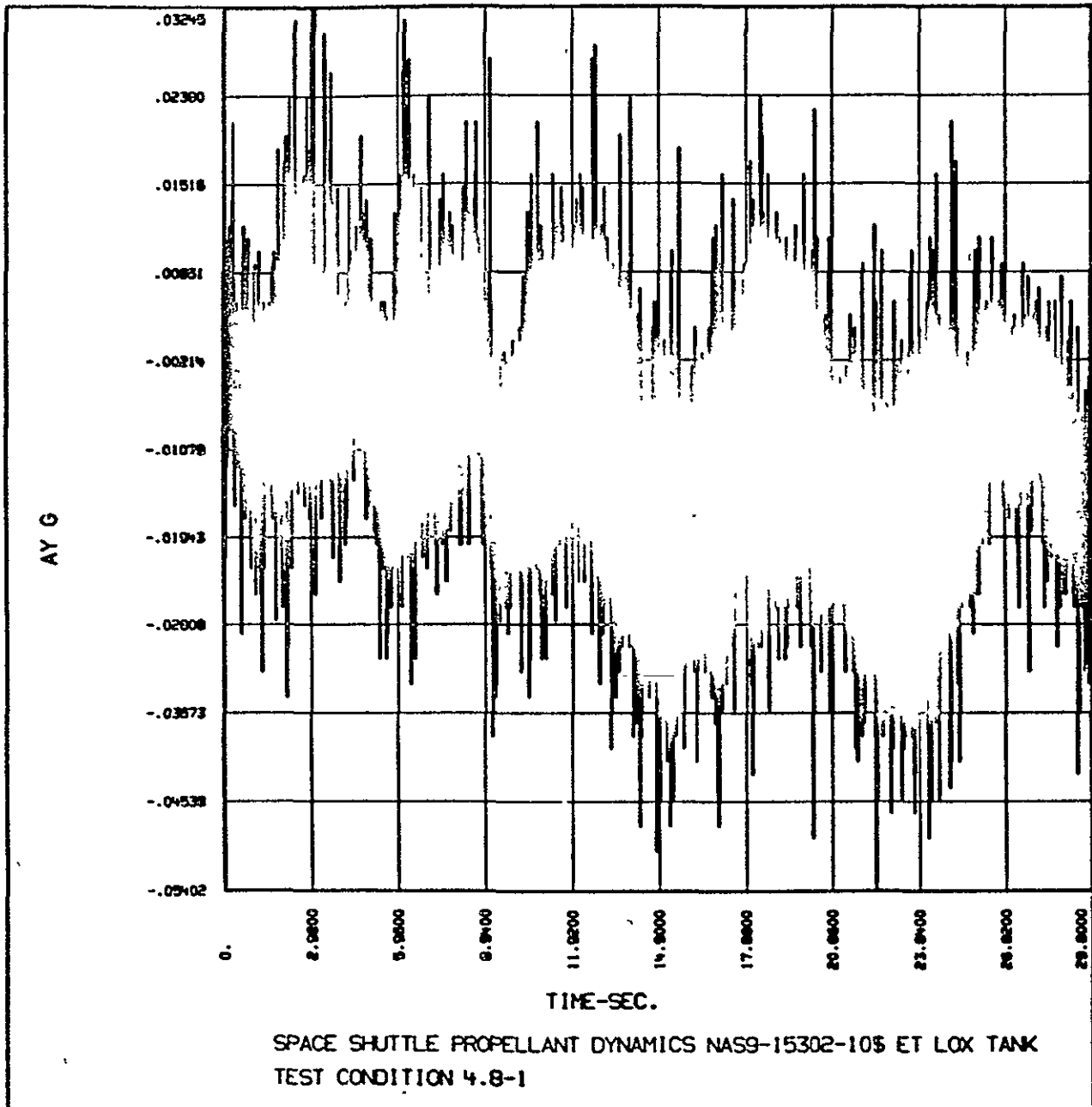


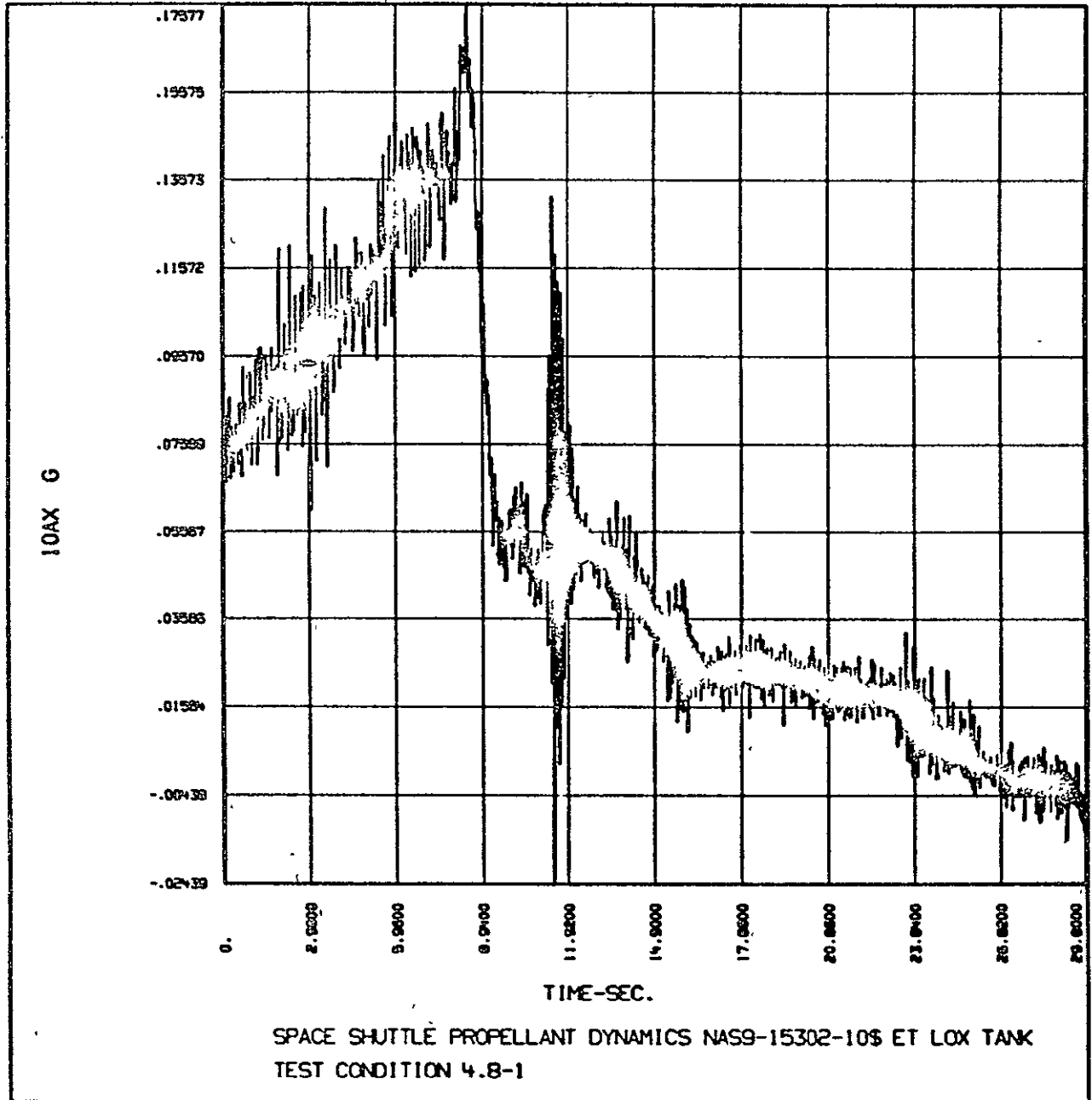
A-380



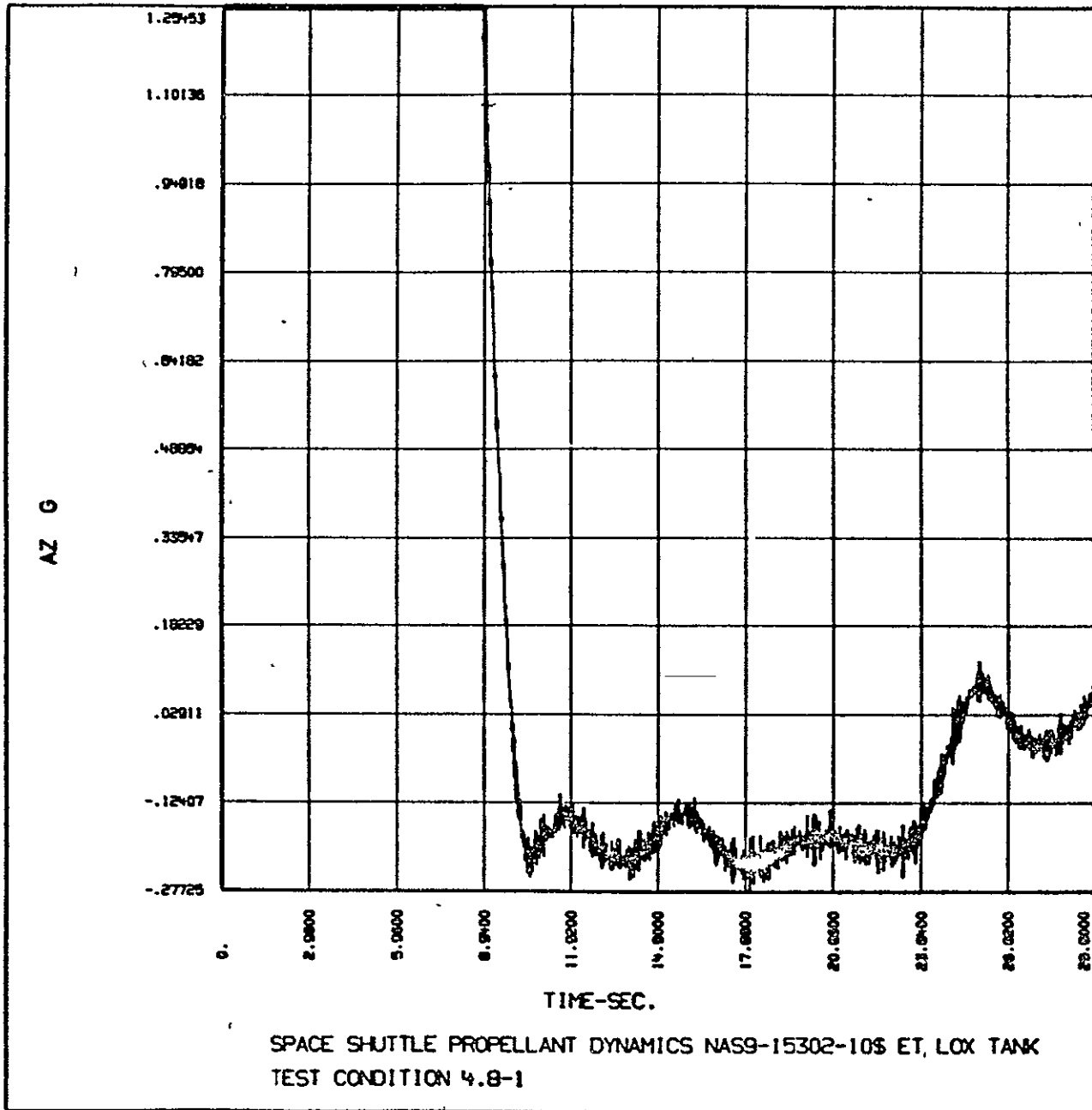
A-381

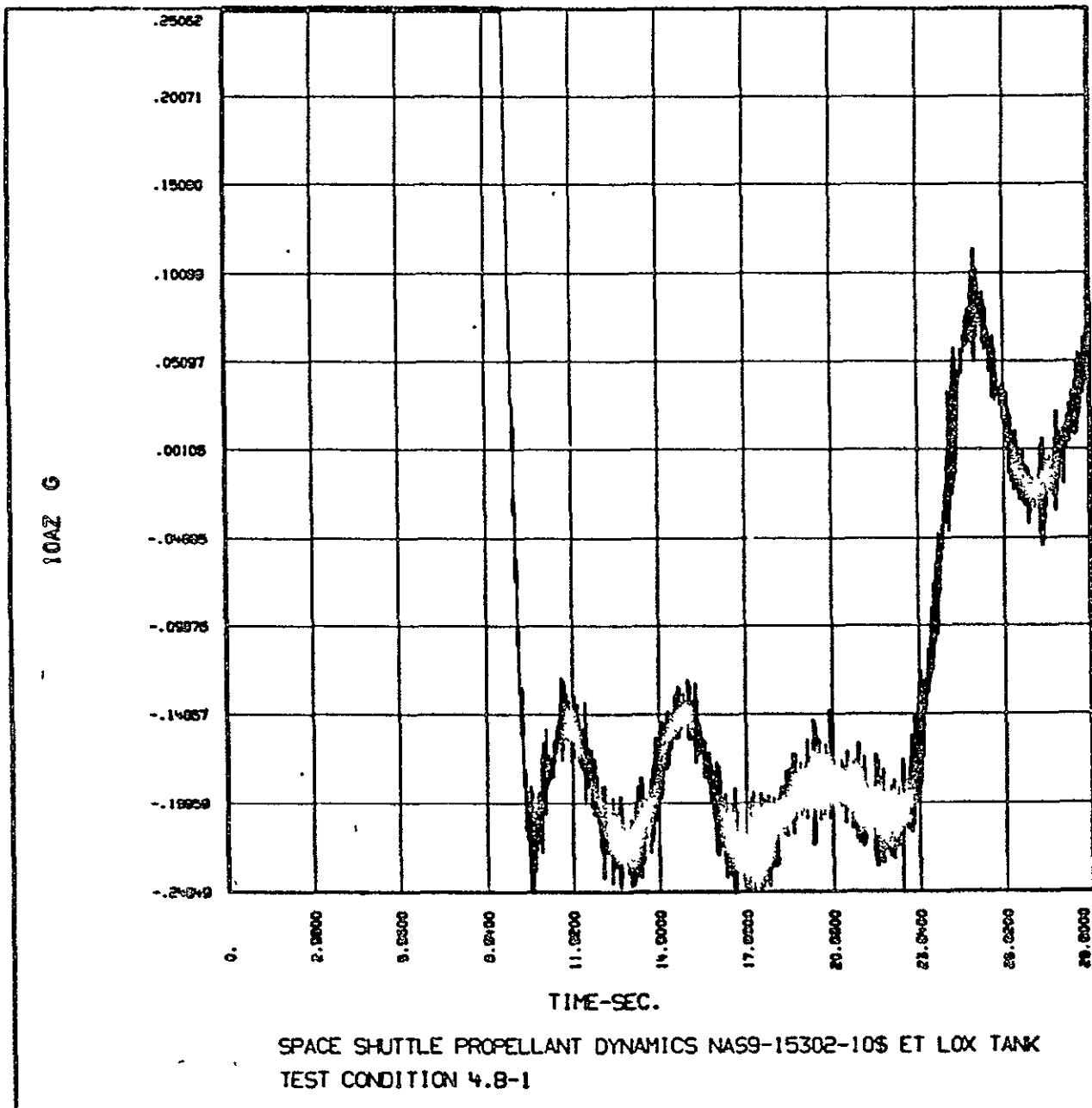


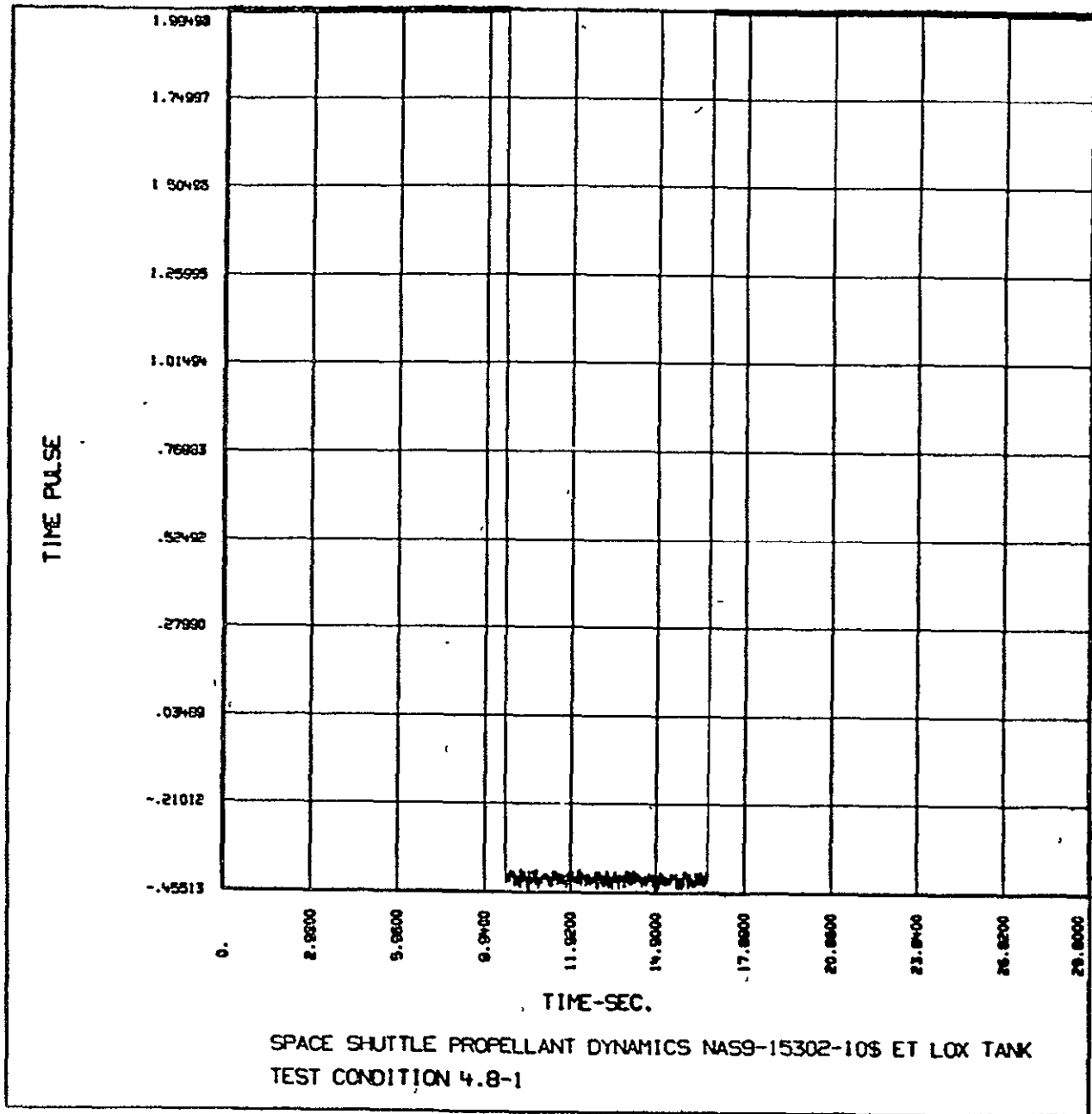




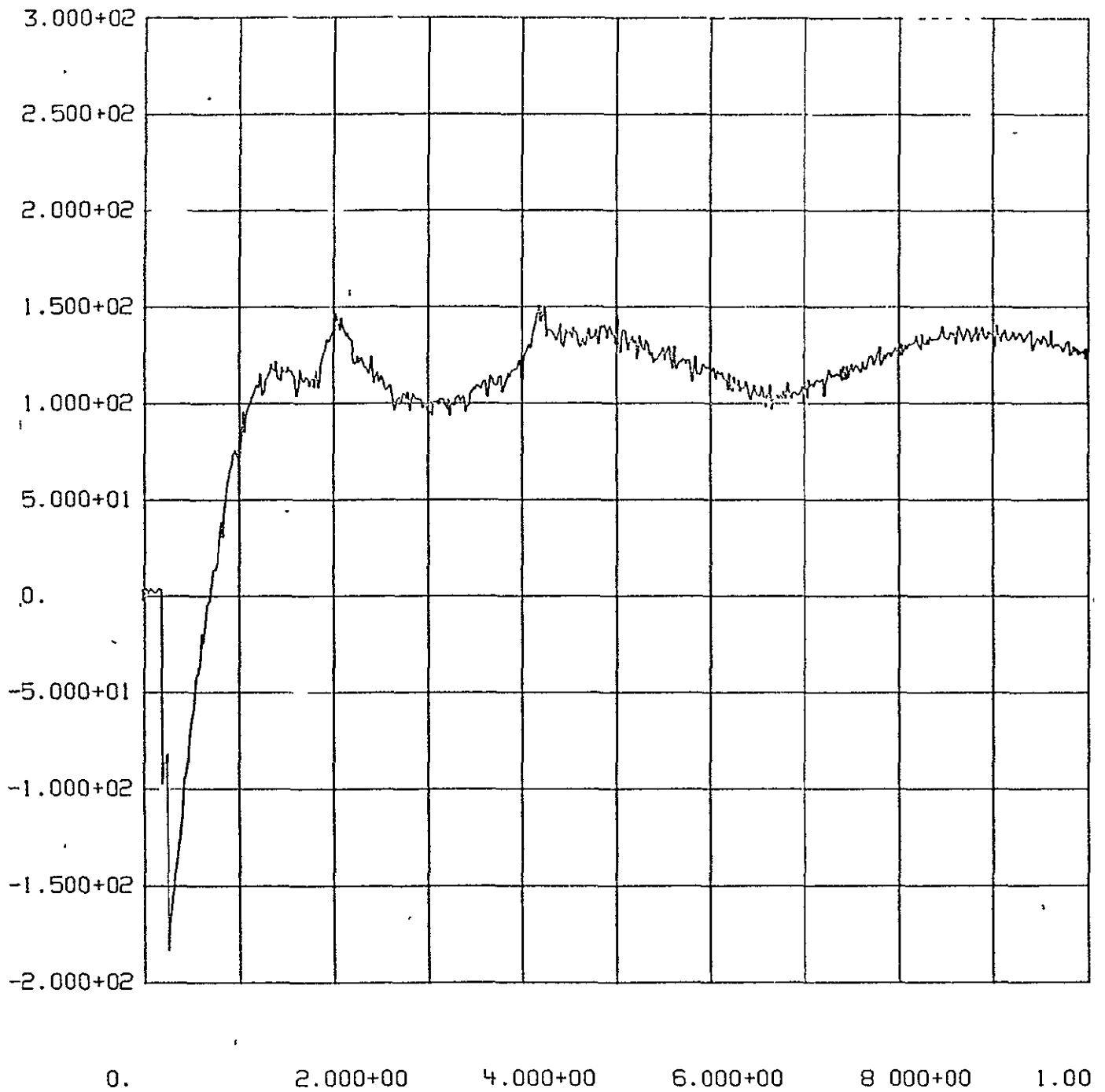
A-384







A-387



Z-LOAD

VS

TIME

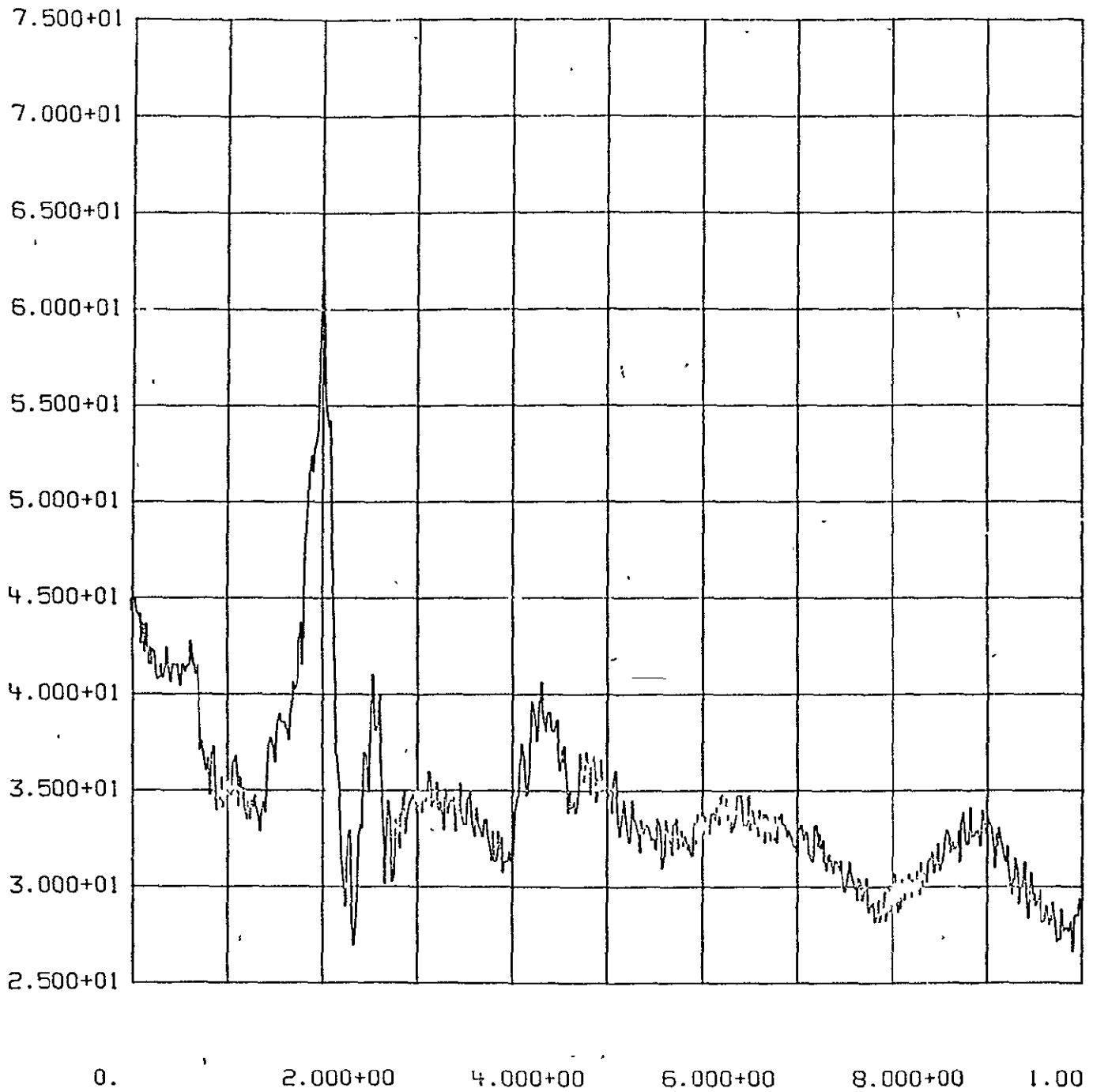
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.8-1 * UNFILT *

A-388



Y-LOAD

VS

TIME

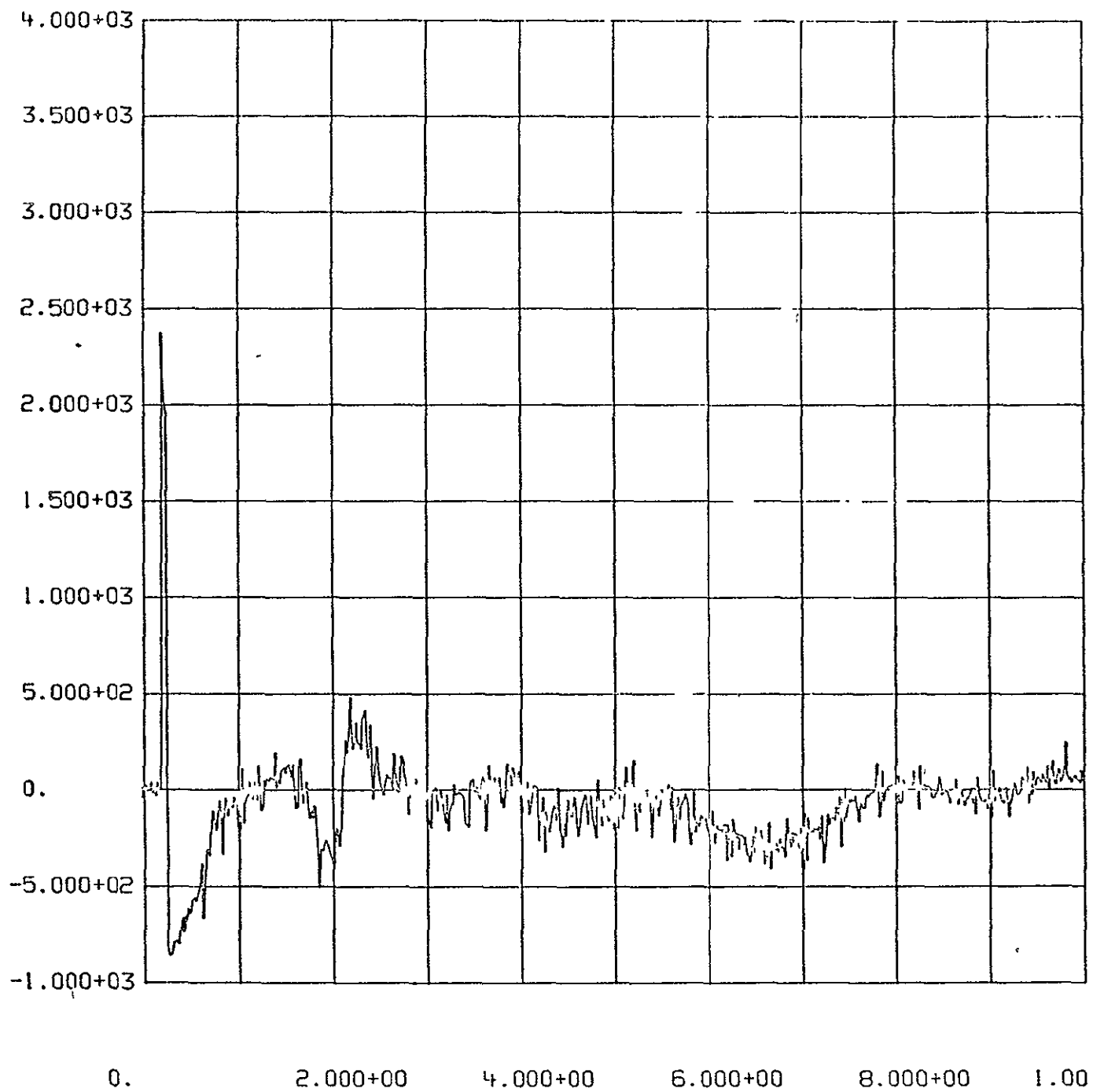
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4 8-1 * UNFILT *

A-389



MOMENT

VS

TIME

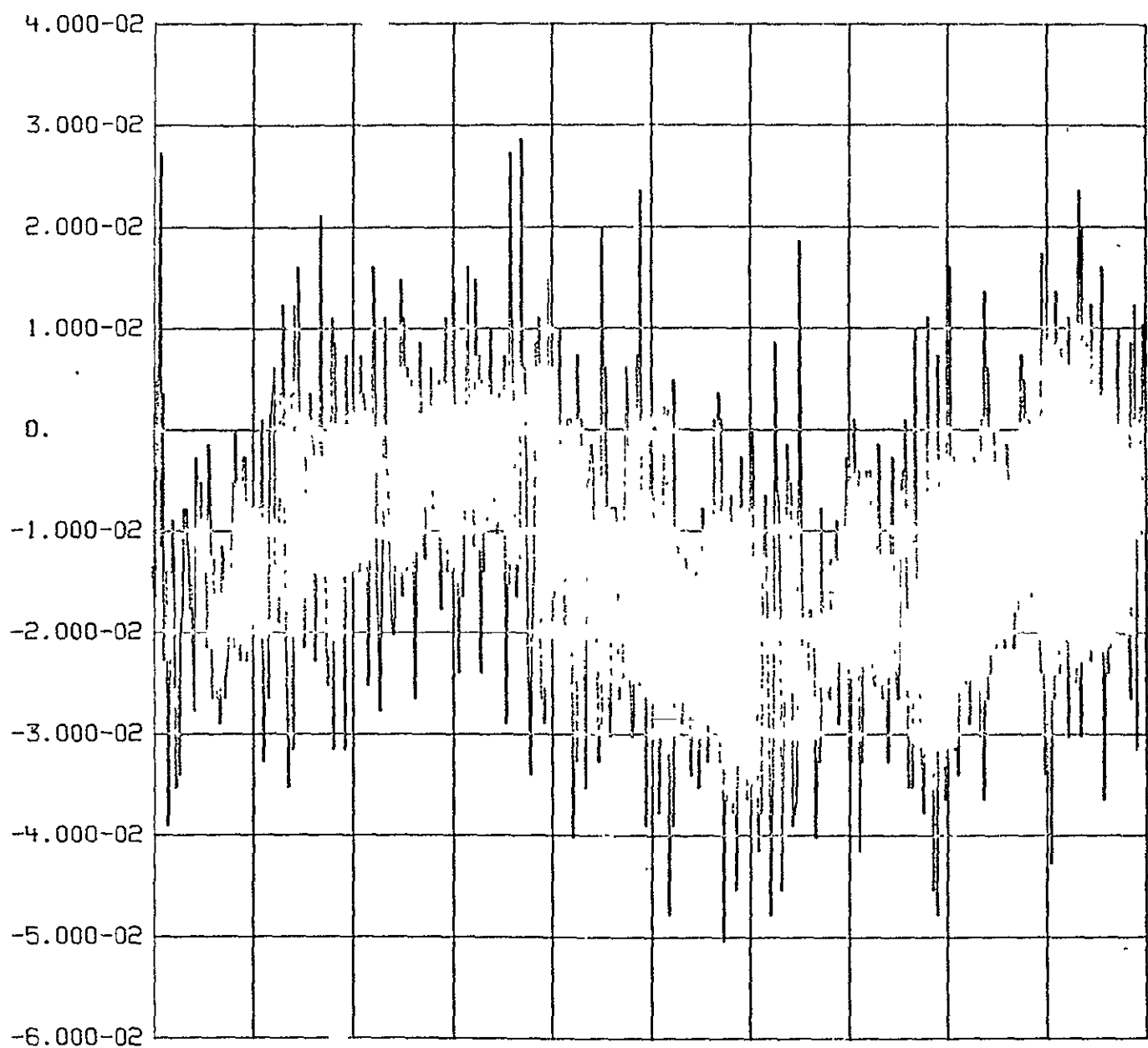
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.8-1 * UNFILT *

A-390



0.

2.000+00

4.000+00

6.000+00

8.000+00

1.00

AC YAC

VS

TIME

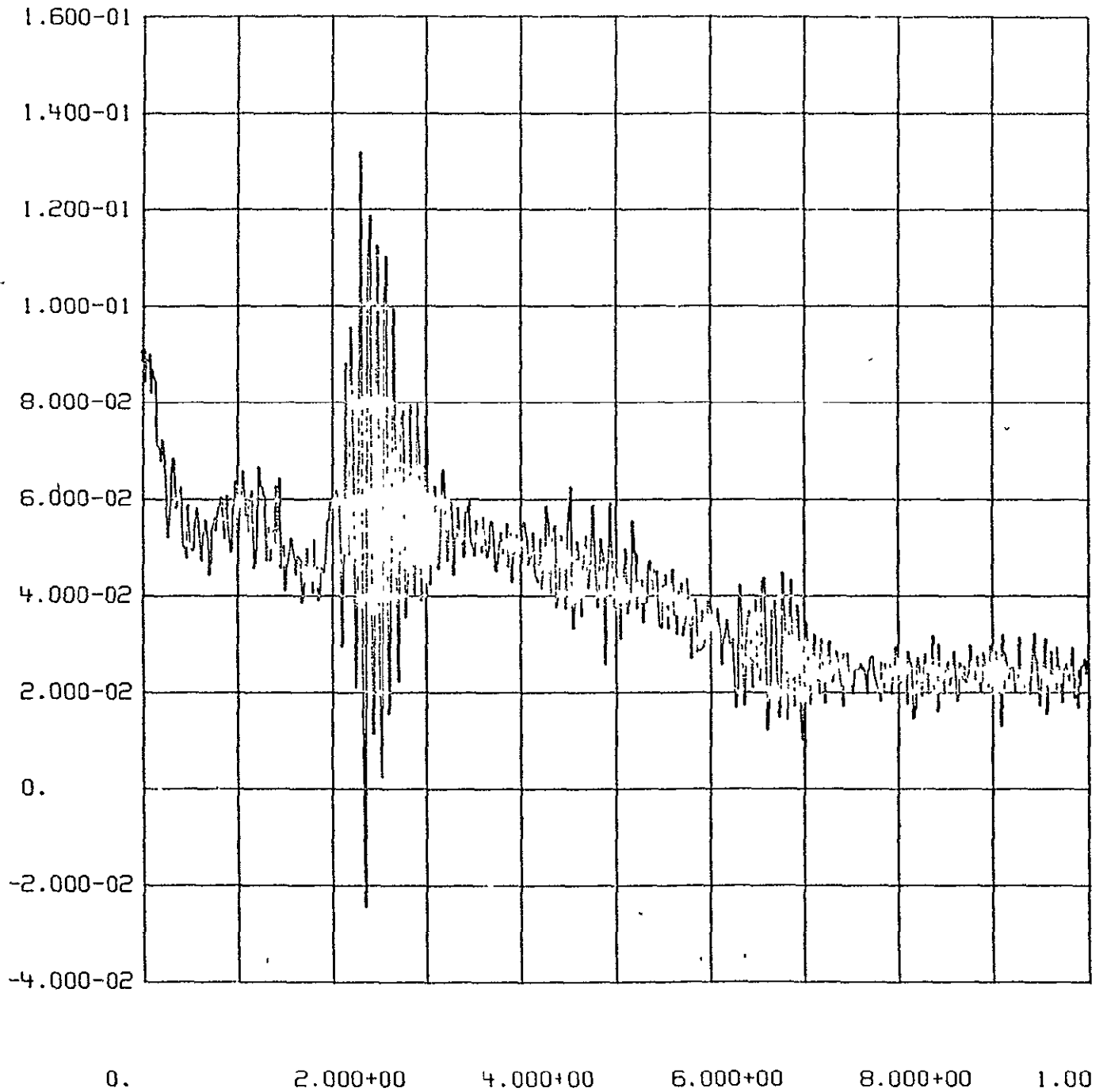
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.8-1 * UNFILT *

A-391



AC XAC

VS

TIME

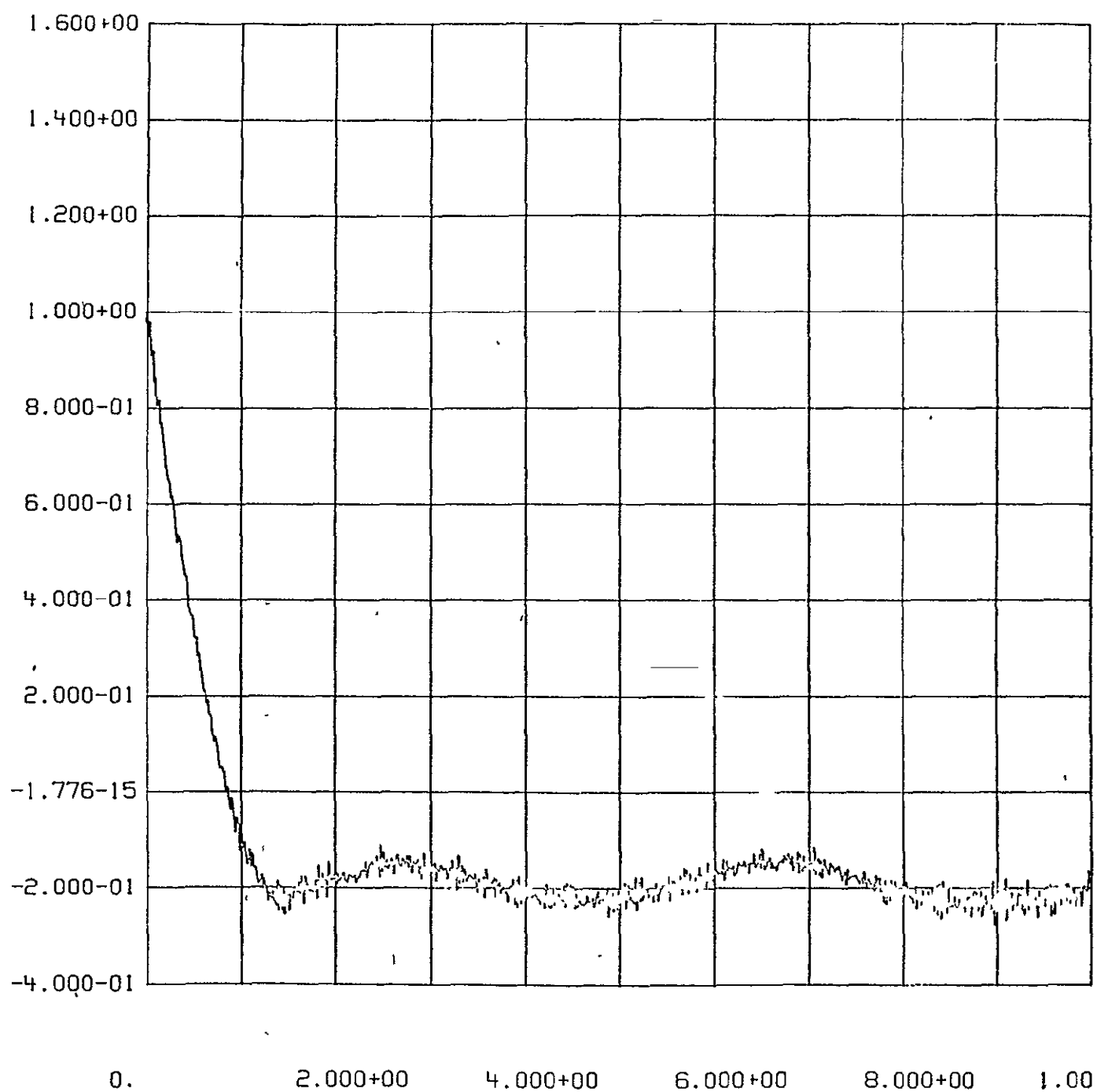
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.8-1 * UNFILT *

A-392



AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.8-1 * UNFILT *

Test Data Condition 4.9-3

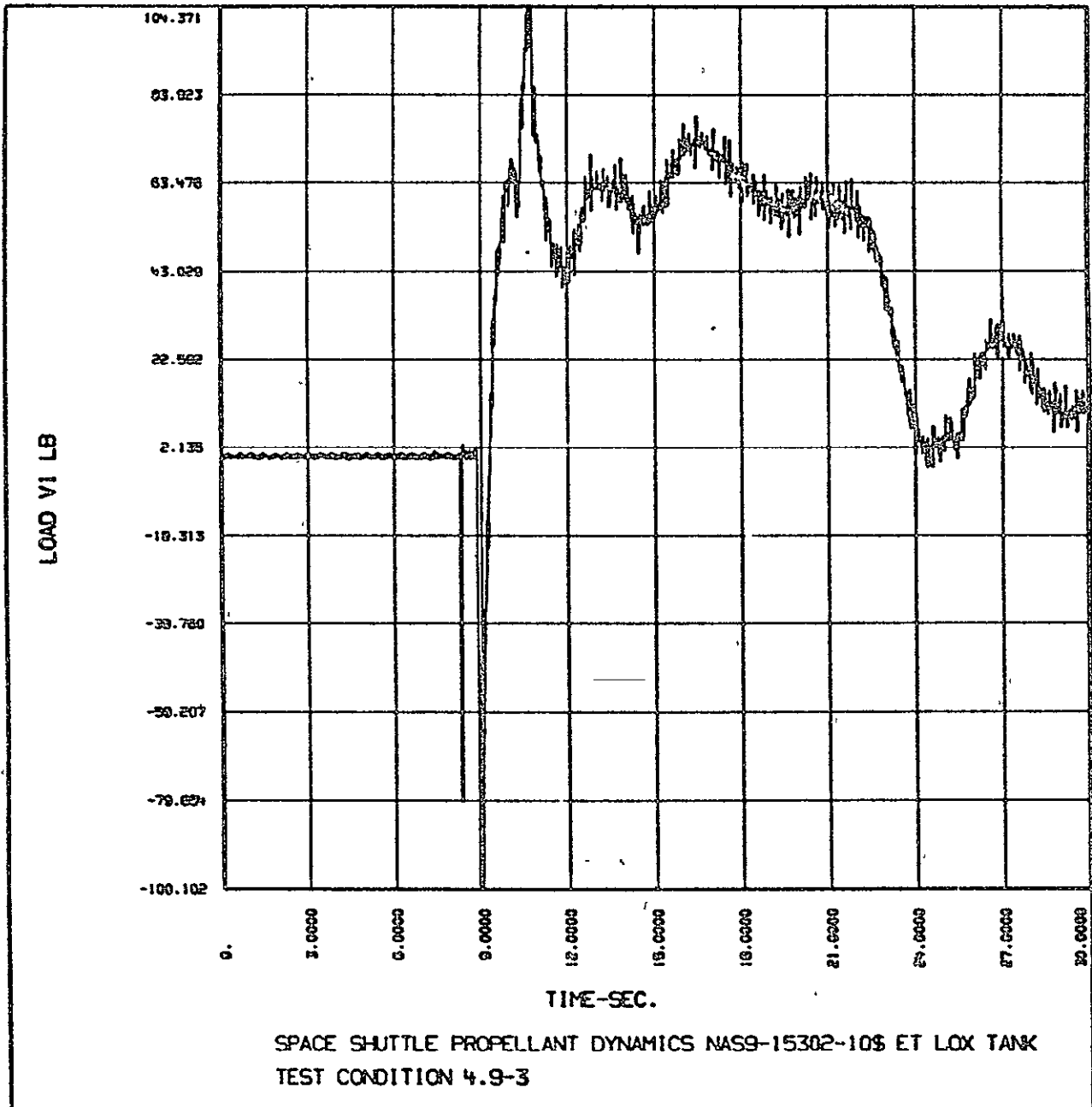
Baffles

Test Fluid – Water

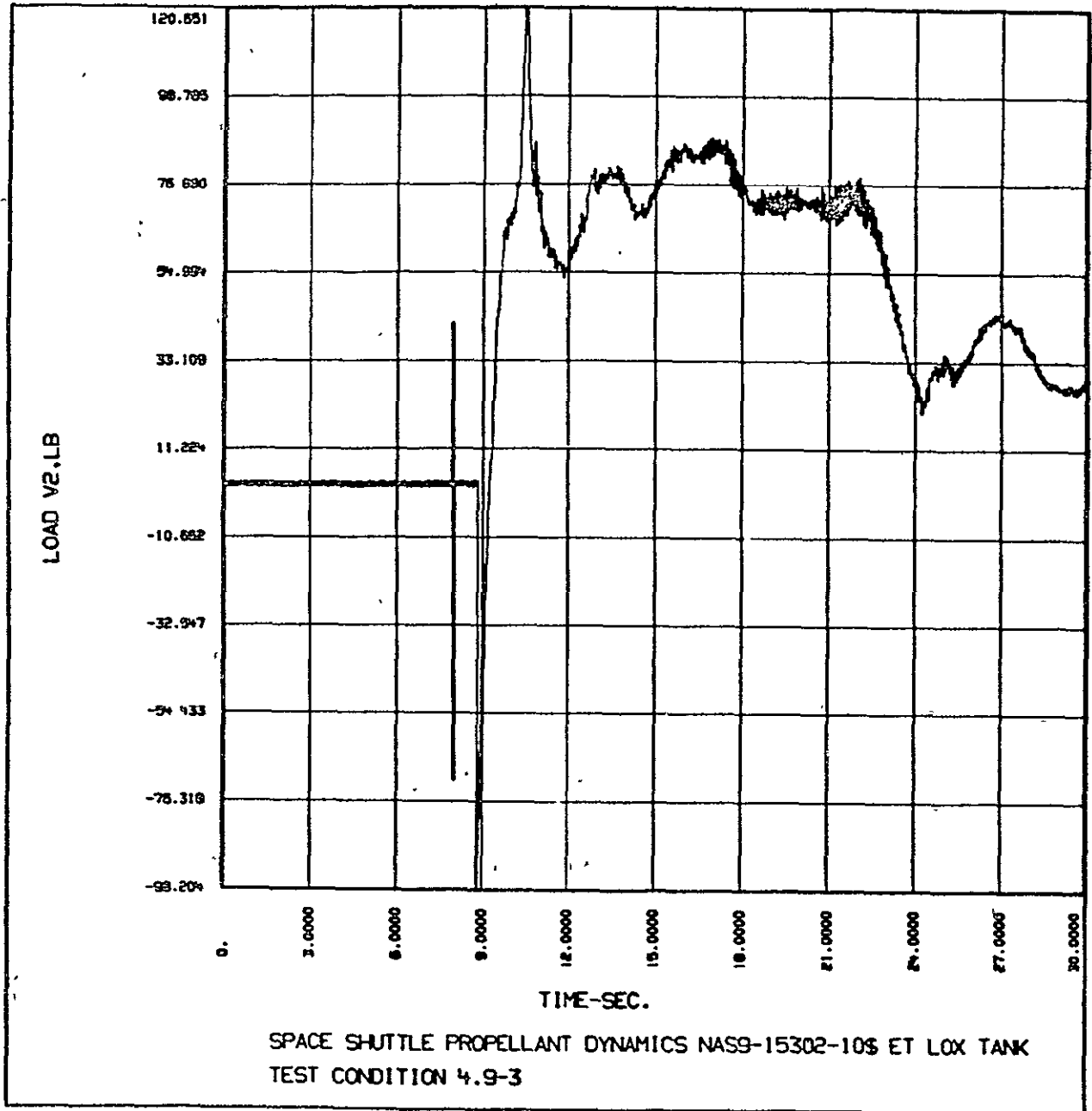
Orientation – 13°

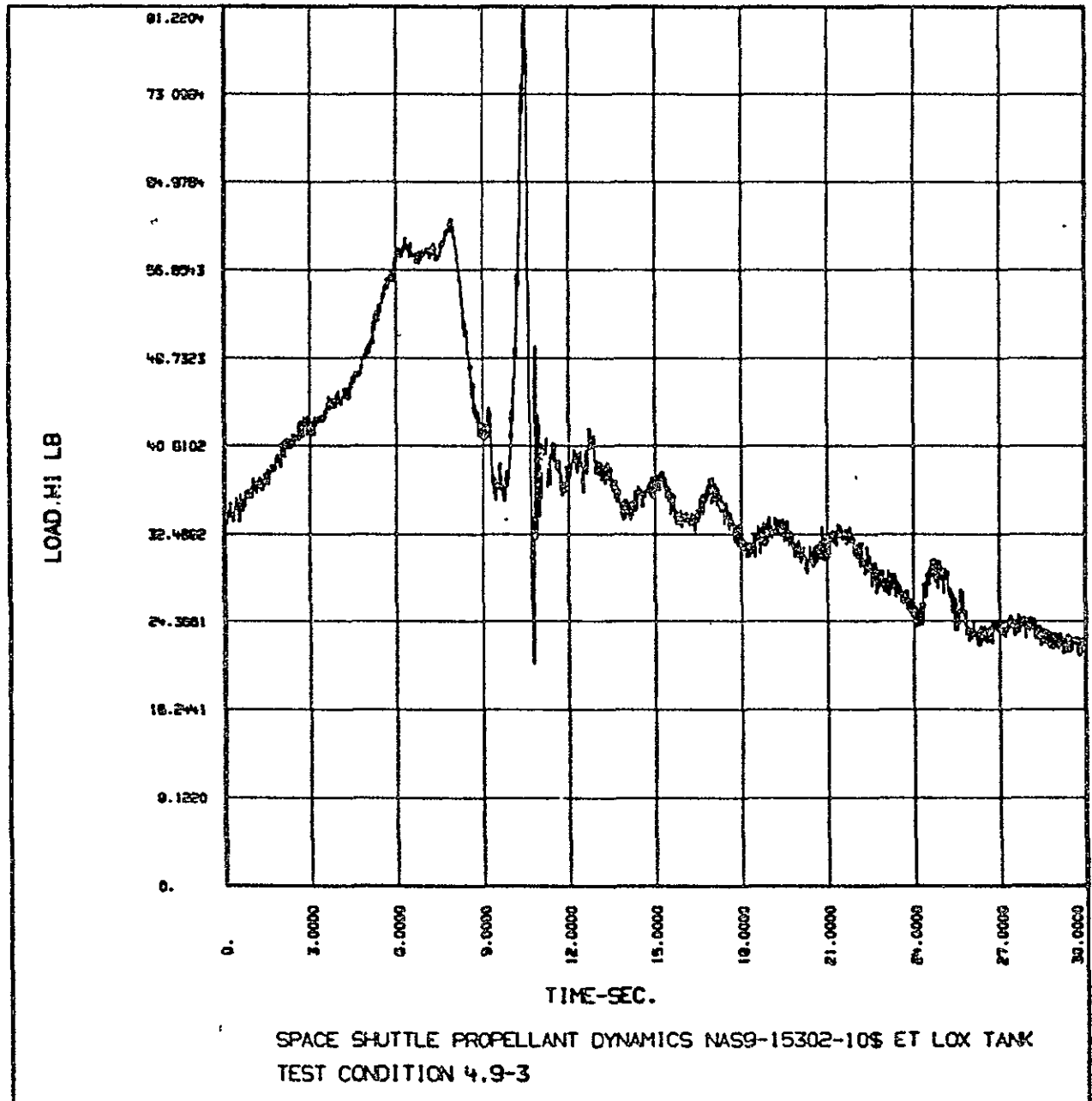
Fill Volume – 16%

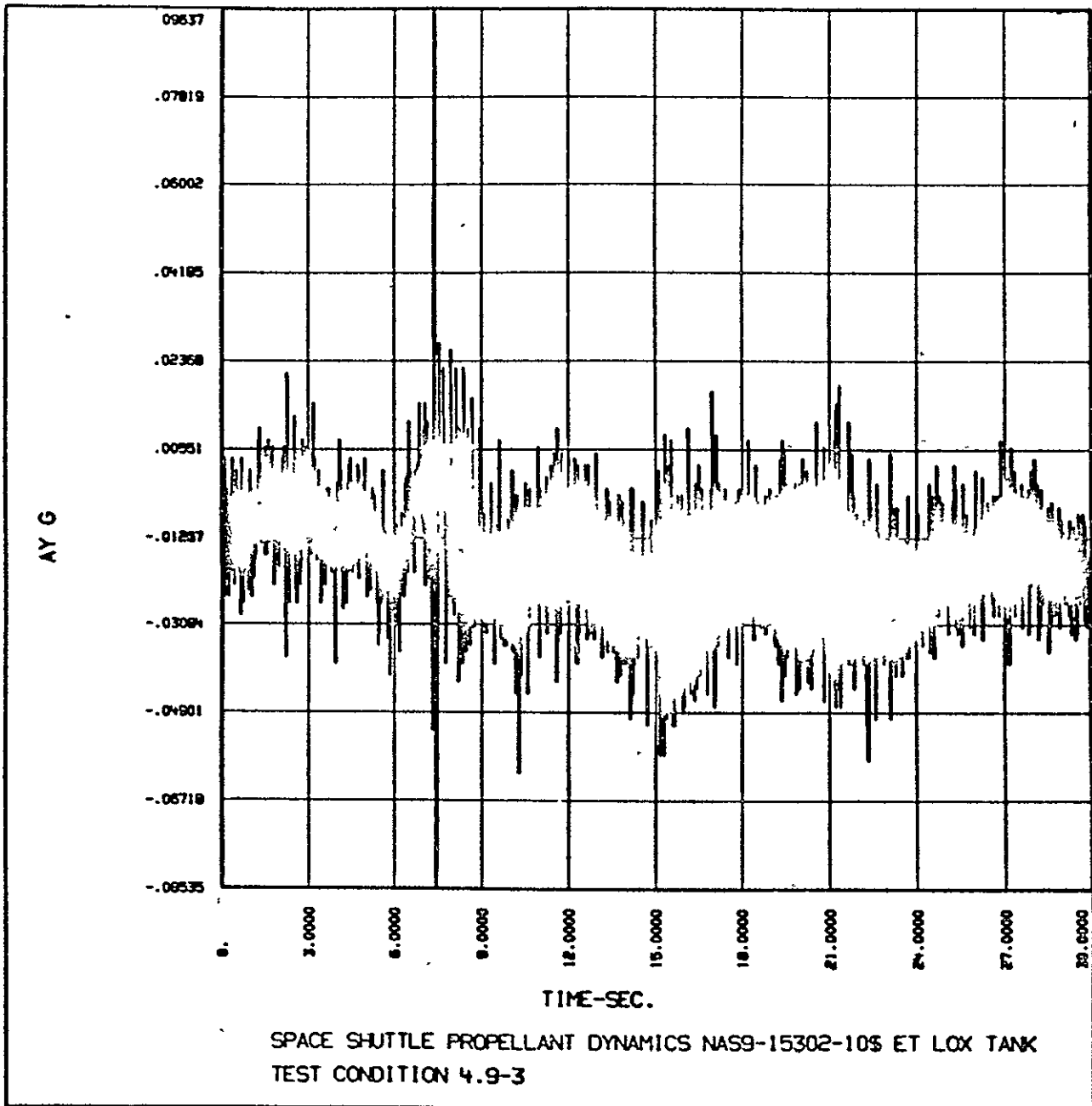
Target Acceleration—0.2 g

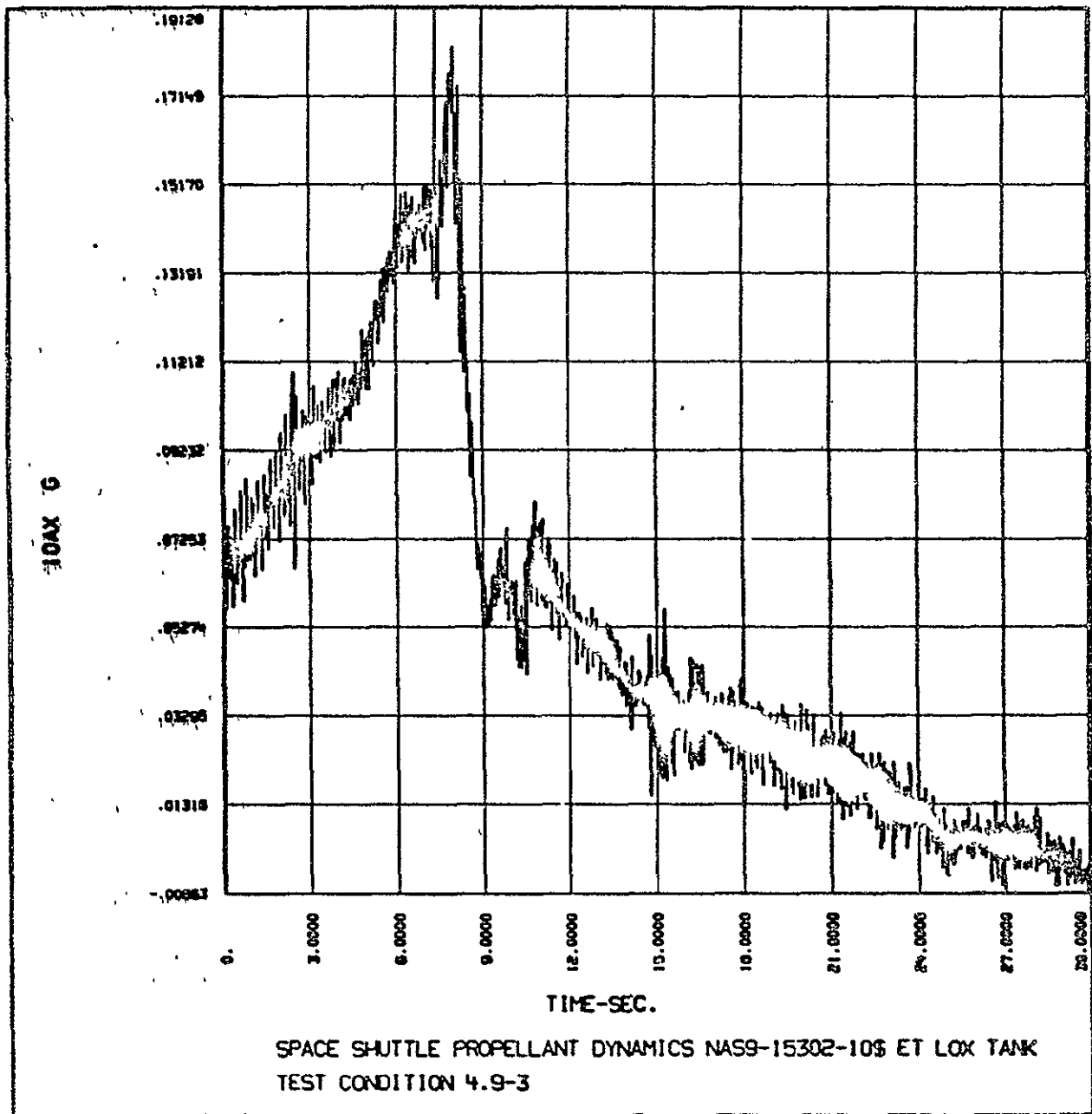


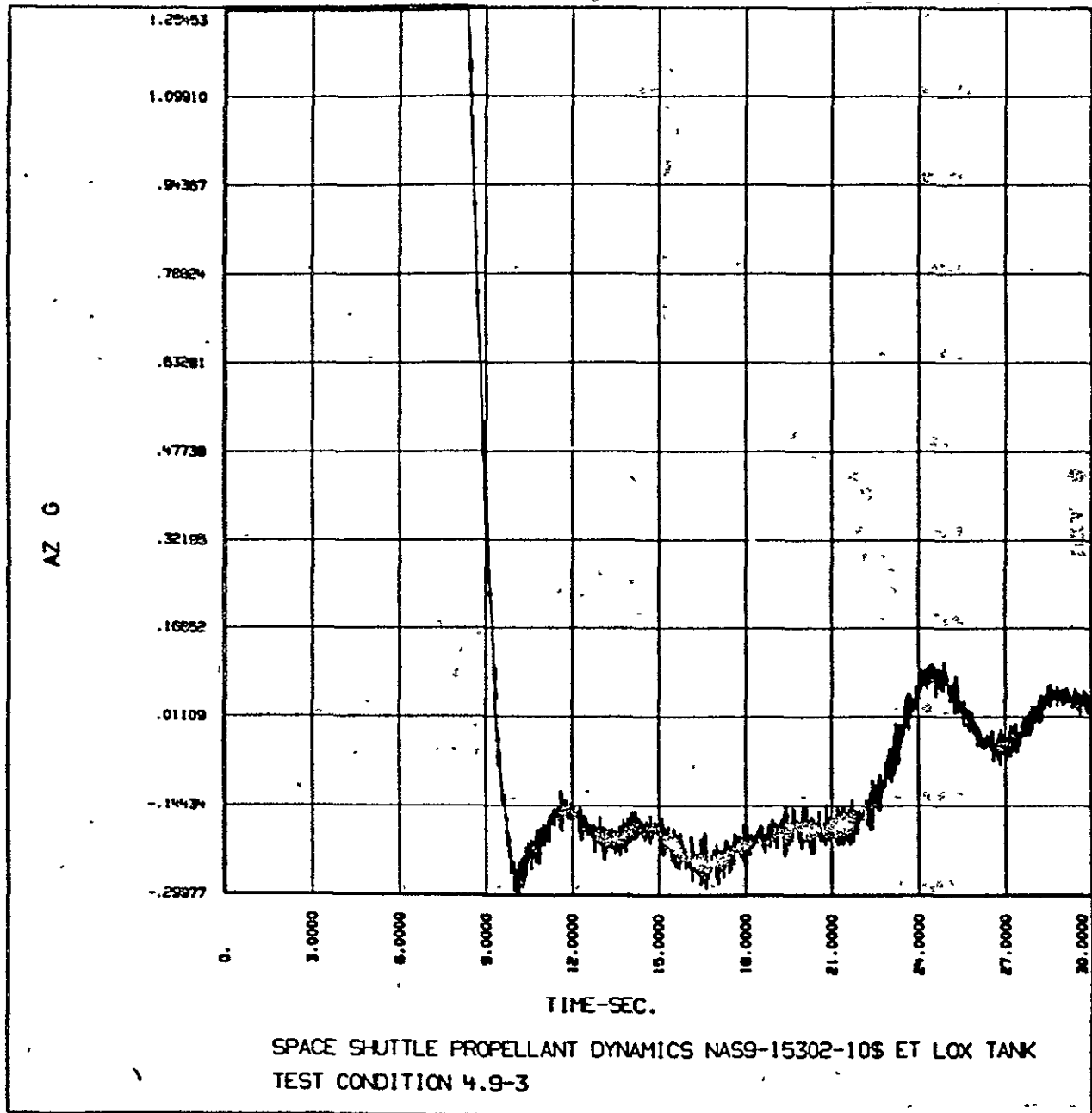
A-394

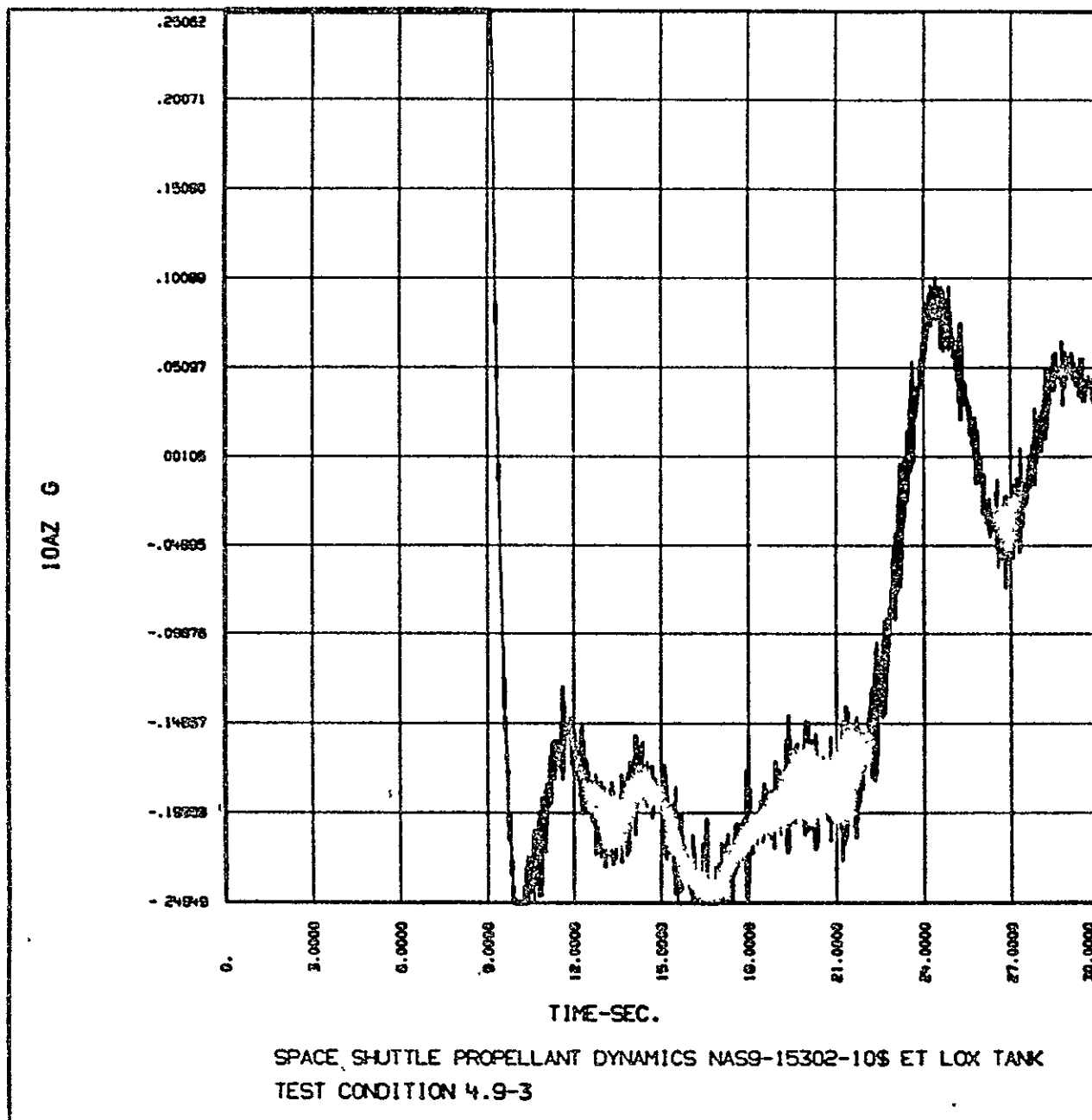




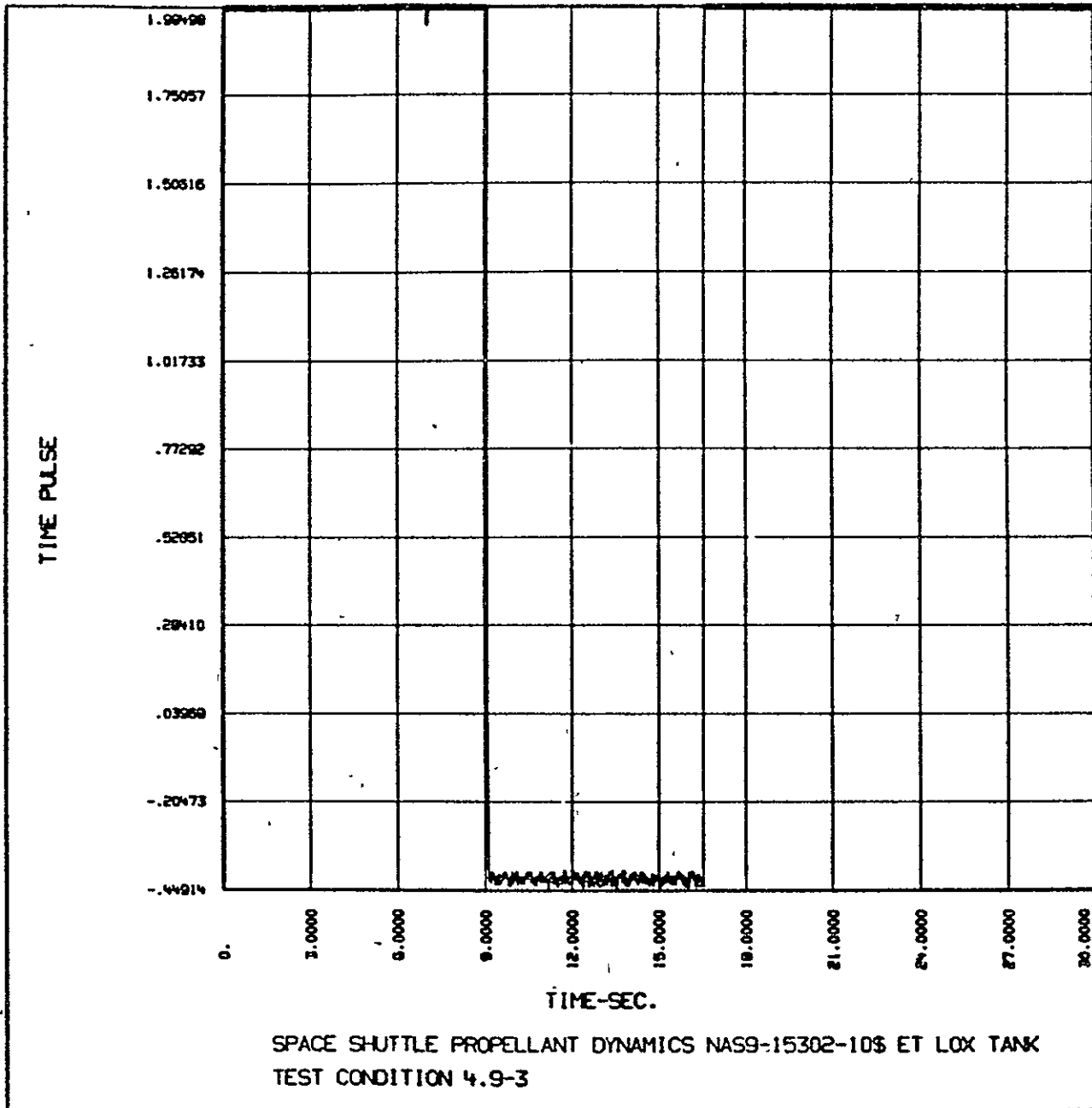




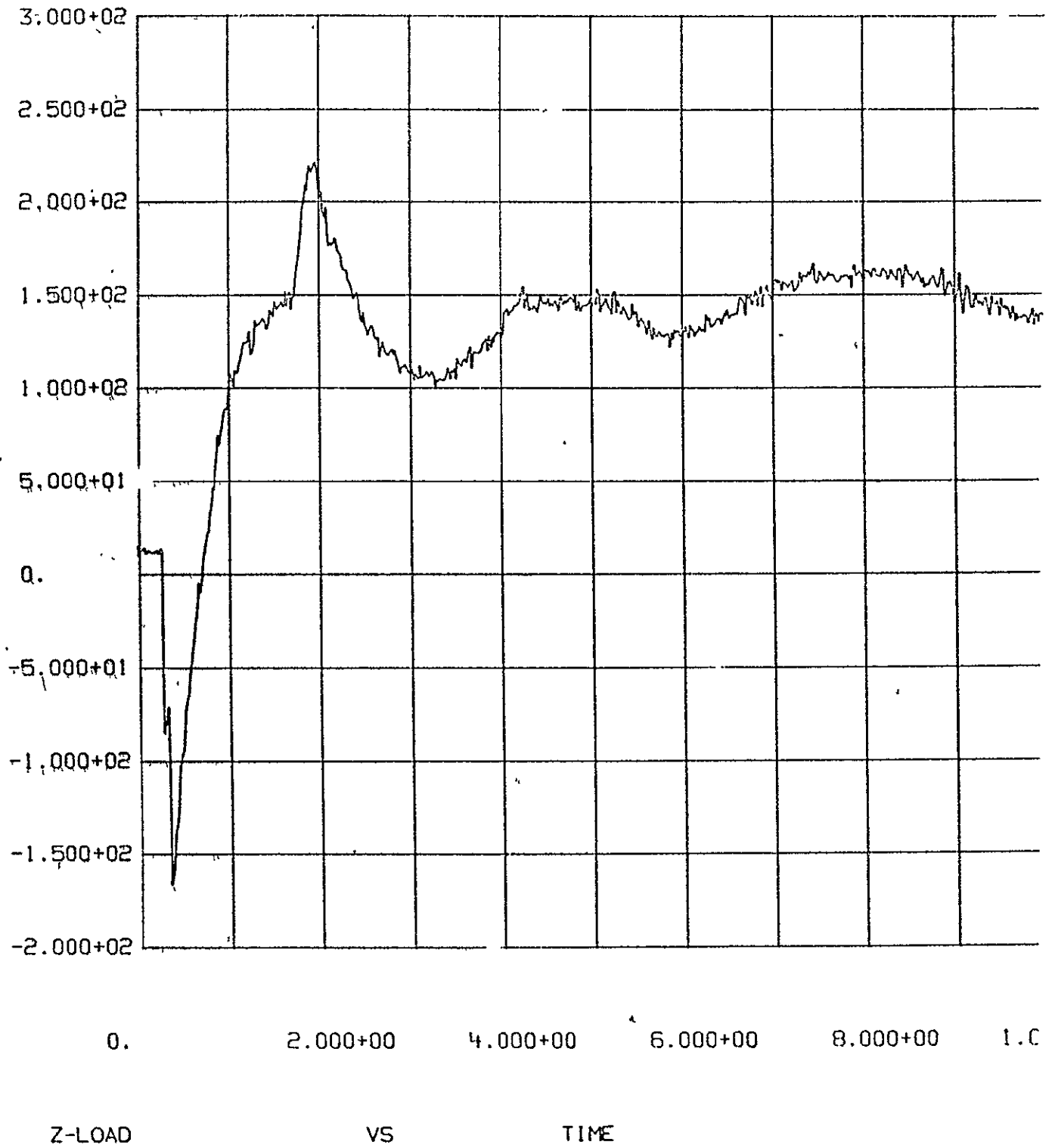




A-400

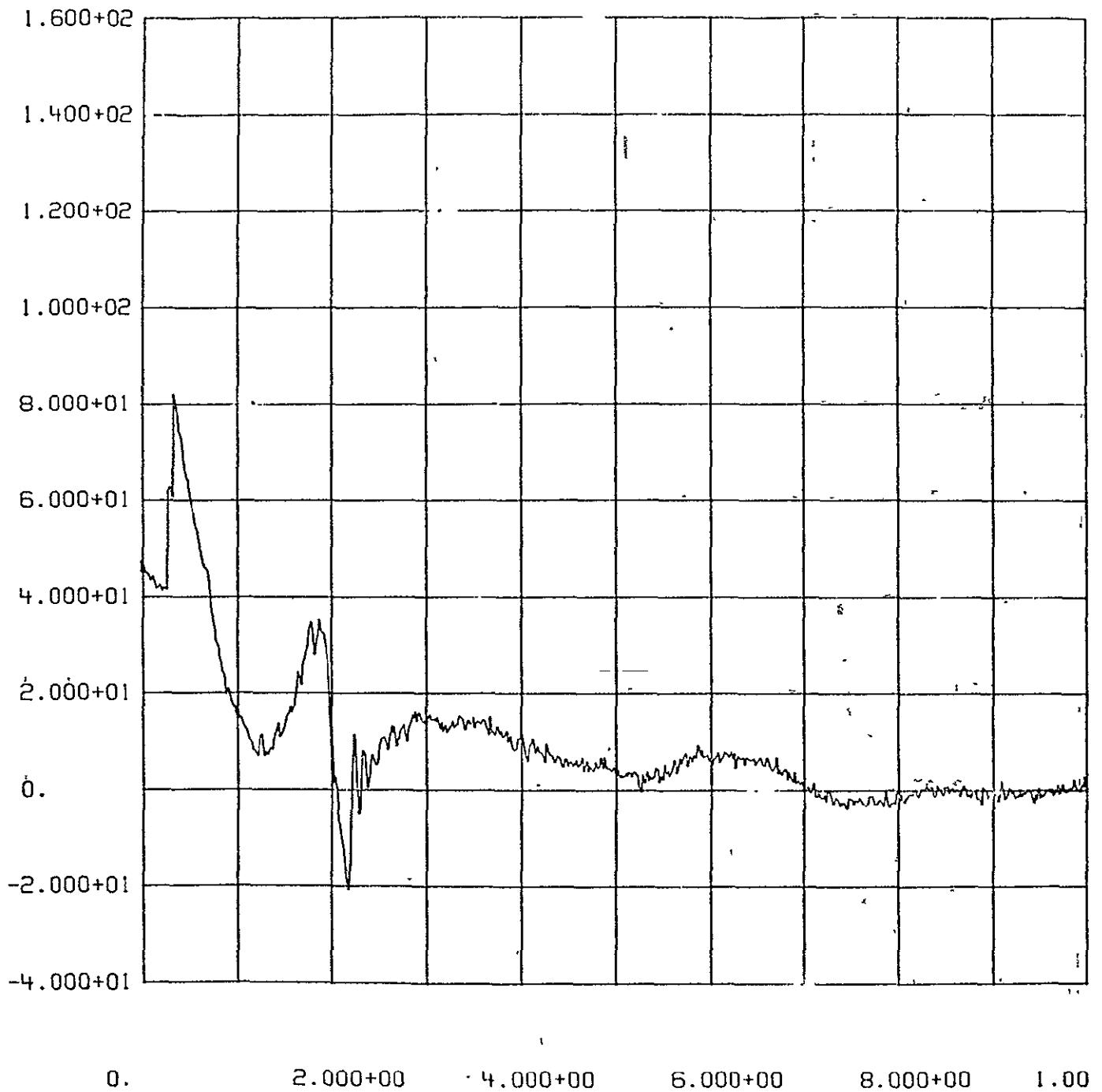


A-401



1 FLT 3 06N078 FLIGHT 4 TEST CONDITION 4.9-3 * UNFLT

A-402



Y-LOAD

VS

TIME

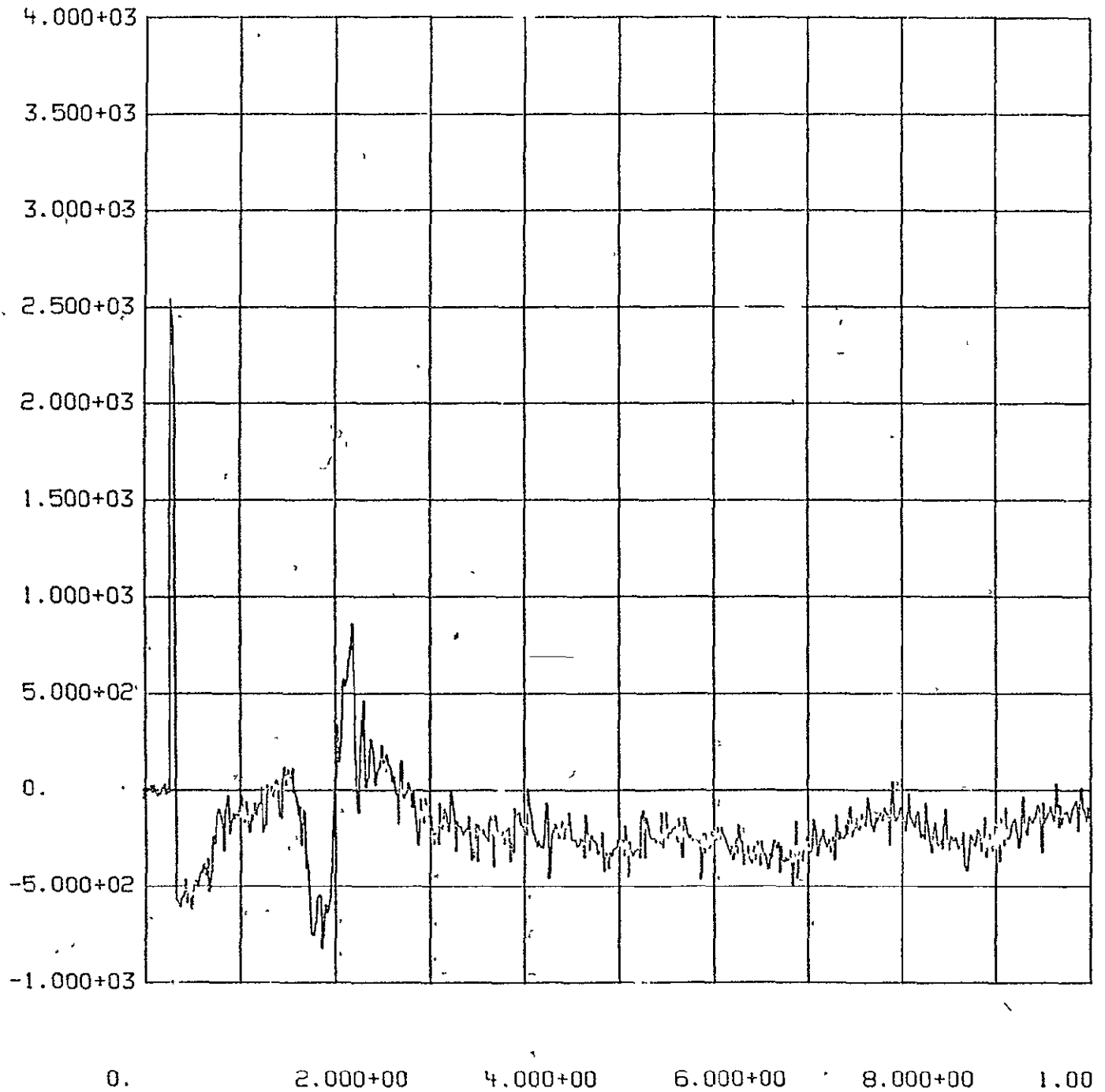
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.9-3 * UNFILT *

A-403



MOMENT

VS

TIME

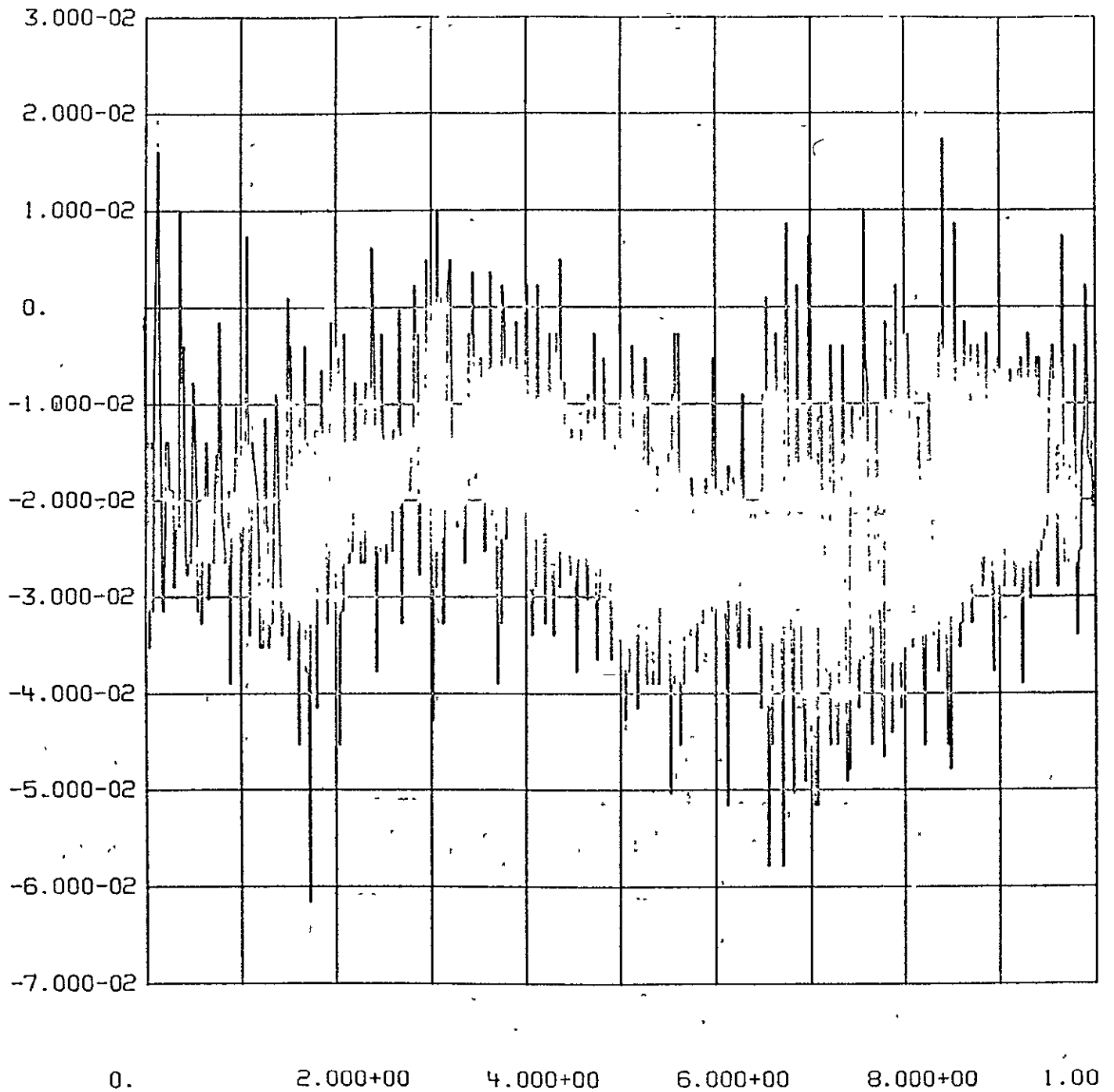
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.9-3 * UNFILT *

A-404



AC YAC

VS

TIME

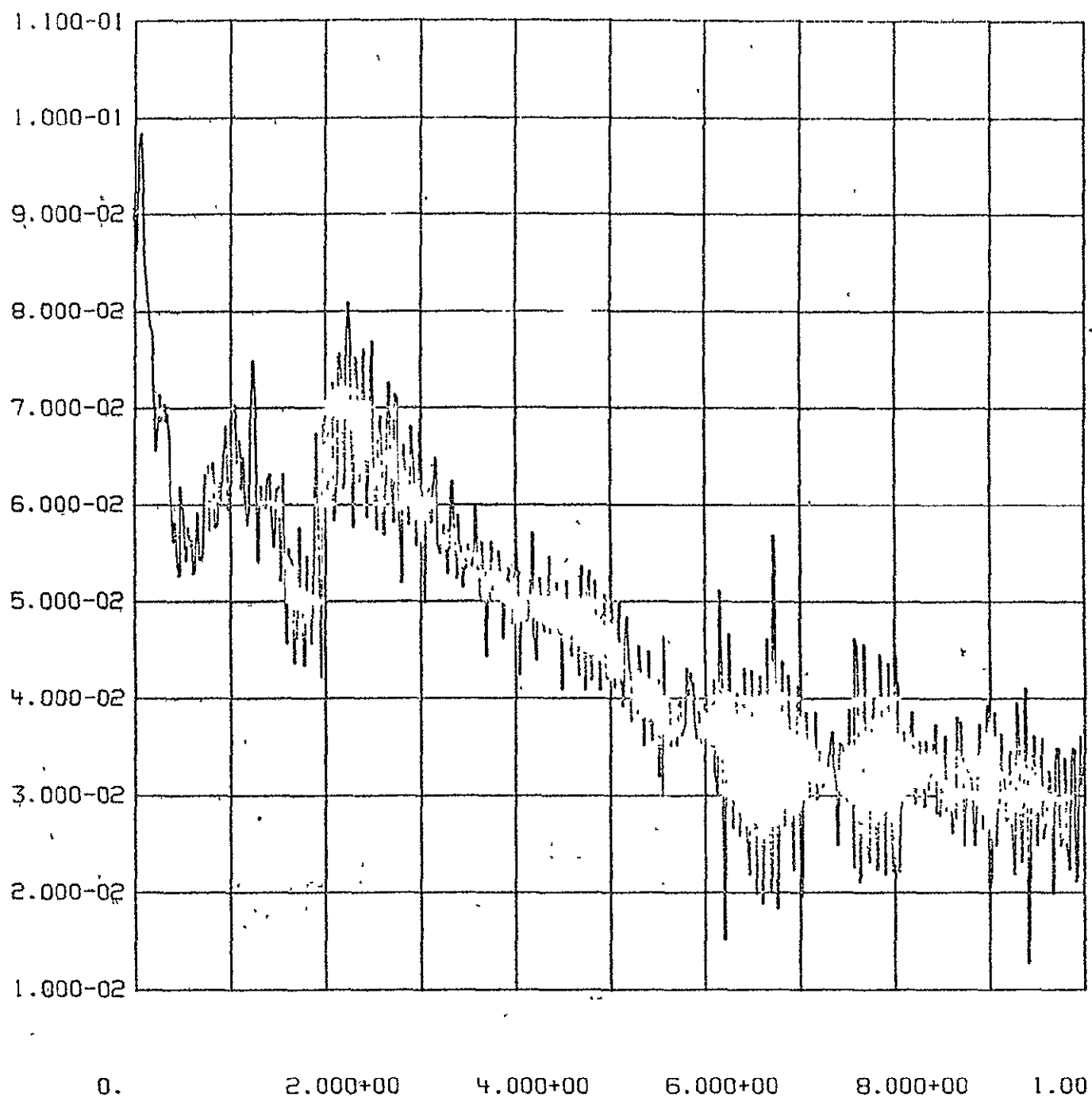
1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4.9-3 * UNFILT *

A-405



AC XAC

VS

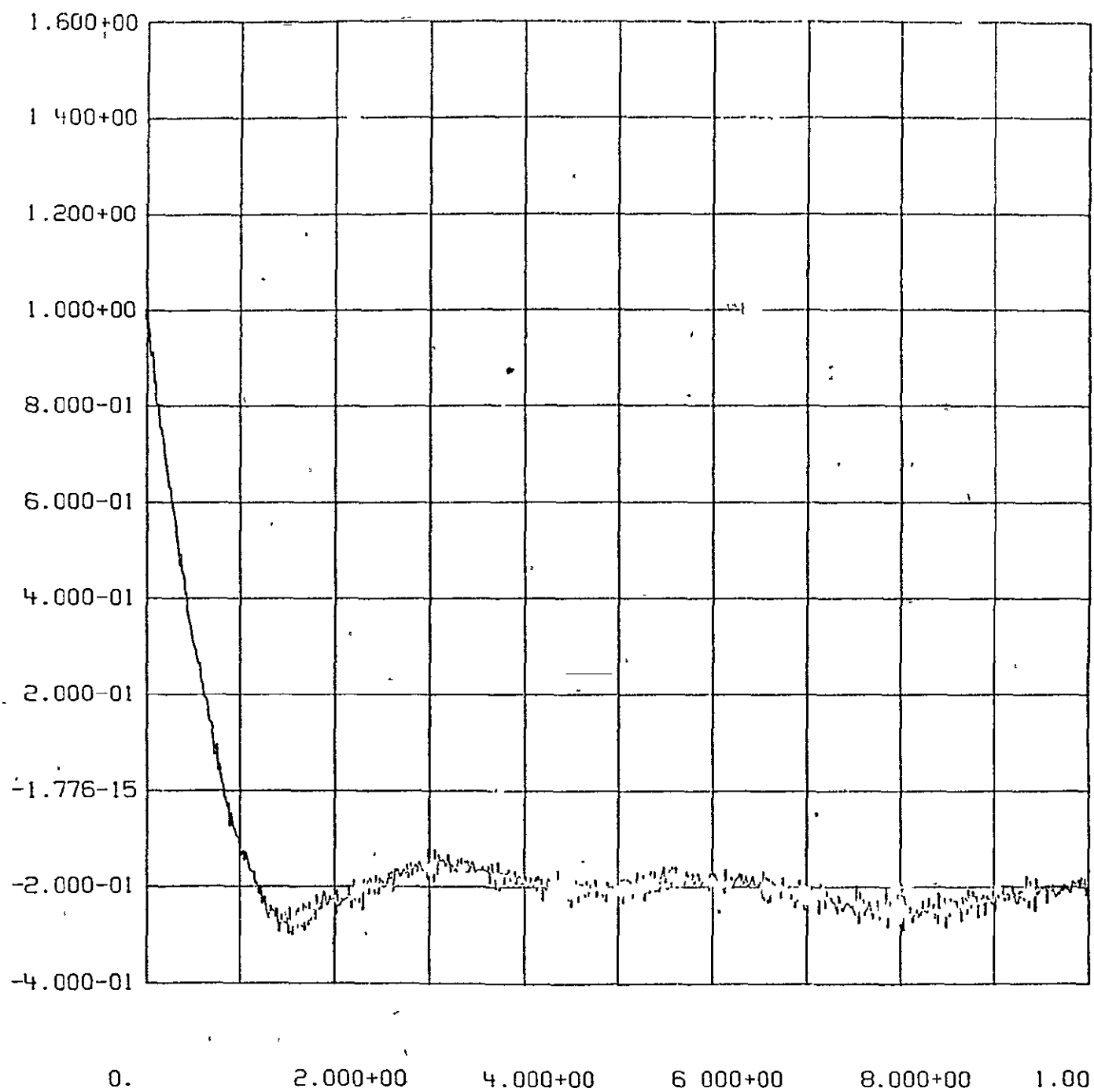
TIME

1

FLT 3

06N078-1- FLIGHT 4 TEST CONDITION 4.9-3 * UNFILT *

A-406



AC ZAC

VS

TIME

1

FLT 3

06N078

FLIGHT 4 TEST CONDITION 4 9-3 * UNFILT *